

Environmental Justice Report

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South Jersey
Transportation
Planning Organization

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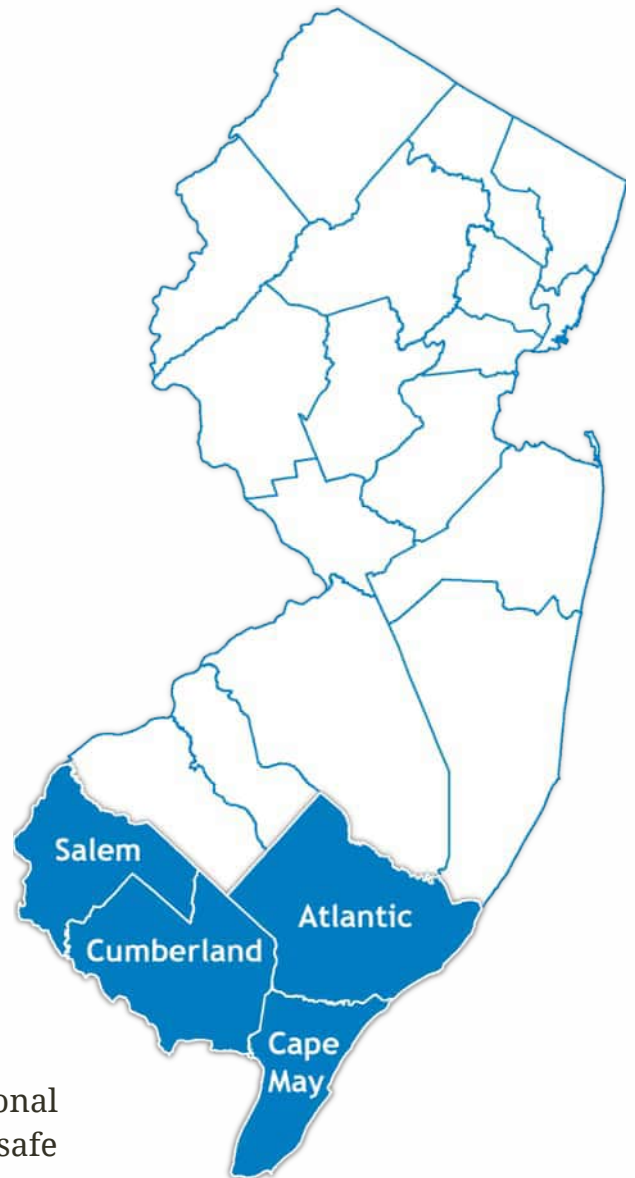
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South Jersey Transportation Planning Organization

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SJTPO is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000, permitting the MPO to carry out transportation planning and decision-making for the UZA(s). Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. The formation provided a stronger regional approach to solving transportation problems and brought new opportunities to southern New Jersey. SJTPO is vital to the region, as the MPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.



Four counties, one mission:

to create a transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users.

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Legislative Basis of Equity and Environmental Justice

Legislative History – Inequity

The inequity measures, established by governance and court precedent, have evolved over decades. In the United States, it has been established that certain inequities are particularly egregious – certain groups in our communities have faced more sustained, aggressive, and systemic inequity throughout the nation's history. These inequities demand that certain groups be provided more deliberate protections under the law.

Among other things, in instances where protected individuals feel that discrimination may have occurred, a greater burden of proof is placed on entities to demonstrate that discrimination did not happen out of acknowledgment of the systemic discrimination across American society. These pieces of legislation address race, color, national origin, disability, income, and physical ability. Further, anti-discrimination laws apply entirely to any organization that receives any federal funding directly or indirectly, not only to the specific activities that directly receive federal funds.

- **Title VI of the Civil Rights Act of 1964**
Established that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."
- **Civil Rights Restoration Act of 1987**
Established that anti-discrimination laws apply to an entire organization if any part of the organization receives federal funds.
- **Americans with Disabilities Act of 1990**
Prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public.
- **Executive Order 13166 (Limited English Proficiency, LEP)**
Provided clarity to the "national origin" component of Title VI. It requires agencies who receive federal funds to develop and implement a system by which persons with limited English proficiency can meaningfully access those services consistent with, and without unduly burdening, the agency's fundamental mission.
- **Executive Order 12898 (Environmental Justice, EJ)**
Defines Environmental Justice (EJ) and directs agencies who receive federal funds to identify and address, disproportionately high adverse impacts of its activities on minority and low-income populations.

Legislation – Environmental Justice (EJ)

In 1994, Executive Order 12898, Environmental Justice (EJ), included identifying and addressing the effects of all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted.

Executive Order 12898 was created to bring federal attention to the environmental and human health conditions in low-income and minority communities. The goal of EJ is to ensure that any adverse human health or environmental effects of any government activities do not disproportionately affect minority or low-income populations. EJ does not intend to provide preferential treatment to these populations but rather fair treatment to all populations. Specific to transportation, Executive Order 12898 has been issued to ensure that all federally funded transportation-related programs, policies, and activities that have the potential to cause adverse effects, specifically consider the effects on minority and low-income populations. EJ is a public policy objective that has the potential to improve the quality of life for those whose interests have traditionally been overlooked.

According to the United States Department of Transportation (USDOT), there are three core principles of EJ:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

SJTPO, as the designated Metropolitan Planning Organization (MPO) for Atlantic, Cape May, Cumberland, and Salem Counties, is required to develop a Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP). Both planning products, in coordination with the EJ Report, need to address EJ concerns and do so through the following actions:

- Identify low-income and minority populations so their needs can be identified and addressed and the benefits and burdens of transportation investments can be fairly distributed throughout the planning area.
- Enhance existing analysis processes to ensure the RTP and TIP comply with Title VI requirements.
- Evaluate the existing public involvement processes and make improvements, as needed, to include minority and low-income populations in the decision-making process.

2000, Executive Order 13166

In 2000, Executive Order 13166, Limited English Proficiency (LEP), required Federal agencies to assess and address the needs of otherwise eligible persons with limited English proficiency seeking

access to the programs and activities of the recipient of Federal financial assistance. The SJTPO region's LEP assessment is contained in a separate document (www.sjtpo.org/LEP).

Demographic Profile of the SJTPO Region

EJ ensures that groups who are historically underserved or have a long history of facing systemic bias do not face those biases going forward, including correcting previous biases when possible. It is not possible to accomplish this without understanding the demographics of the communities served in order to know which protected groups exist and where they are located.

The SJTPO four-county region contains 589,026 residents. This represents 6.4 percent of the population of New Jersey. EJ analyses focus on residents in Low-Income populations and Minority populations. The Low-Income population of the SJTPO Region is 173,974, which is 30.6 percent of the region's population (for which poverty level is known) compared to 22.1 percent for the State and 29.2 percent for the nation. The Minority (People of Color: Race other than White or Hispanic) population is 239,693, 40.7 percent of the region compared to 46.2 percent for the State and 40.6 percent for the nation.

Due to the region's low-density, largely rural nature, those in poverty in the SJTPO region have less access to public transportation. Similarly, essential services are more spatially dispersed compared to the State of New Jersey.

Environmental Justice Demographics

EJ groups include low-income and minority populations, detailed in [Table 1](#) below. The Non-Hispanic Minority population percentage for the region (20.9 percent) is less compared to the State of New Jersey (25.4 percent) but is more comparable to the national level (22.1 percent). The region's Hispanic or Latino population percentage is less (19.8 percent) than the State (20.8 percent) but greater than the nation (18.4 percent). It should be noted that the SJTPO region has a significant migrant worker population that may not be reflected in official census figures.

The percentage of two individual races deviates significantly from the state or national percentages. The region has a lower percentage of Asian residents (4.3 percent) compared to the State (9.8 percent) and the nation (5.7 percent). The SJTPO region has a higher percentage of Black or African American residents (13.8 percent) than the State (13.3 percent) or the nation (12.6 percent).

Black or African American populations have arguably experienced greater historical discrimination systemically than any other group in the nation. This history, which is too extensive for this publication, includes slavery, Jim Crow, segregation, redlining, ballot access, criminal justice inequity, and many others. The SJTPO region has a greater percentage of Black or African American populations than the State or nation, which means there are likely greater issues of inequity that need to be addressed in the SJTPO region. Further, study and analysis should be conducted to understand better the history and prevalence of inequitable treatment and outcomes in the SJTPO region. Coordinating with SJTPO partners and regional stakeholders should include

identifying how SJTPO can meaningfully mitigate and improve conditions for African American communities in SJTPO's projects and activities going forward.

Table 1 - SJTPO Demographics Summary: Individual EJ Characteristics

	United States		New Jersey		SJTPO Region	
	Number	Percent	Number	Percent	Number	Percent
Total Population	329,725,481	100.0%	9,234,024	100.0%	589,026	100.0%
Total Population of Color (Hispanic and/or Racial Minority)	133,715,111	40.6%	4,267,182	46.2%	239,693	40.7%
Hispanic and Non-Hispanic						
Non-Hispanic, Racial Minority	72,908,142	22.1%	2,342,679	25.4%	122,911	20.9%
Non-Hispanic, White alone	196,010,370	59.4%	4,966,842	53.8%	349,333	59.3%
Total Non-Hispanic	268,918,512	81.6%	7,309,521	79.2%	472,244	80.2%
Total Hispanic or Latino	60,806,969	18.4%	1,924,503	20.8%	116,782	19.8%
American Indian or Alaskan Native						
Hispanic or Latino	785,819	0.2%	15,846	0.2%	1,285	0.2%
Non-Hispanic or Latino	1,936,842	0.6%	8,873	0.1%	1,469	0.2%
Total	2,722,661	0.8%	24,719	0.3%	2,754	0.5%
Asian						
Hispanic or Latino	228,227	0.1%	5,870	0.1%	276	0.0%
Non-Hispanic or Latino	18,554,697	5.6%	894,646	9.7%	24,792	4.2%
Total	18,782,924	5.7%	900,516	9.8%	25,068	4.3%
Black-African American						
Hispanic or Latino	1,196,710	0.4%	66,501	0.7%	4,510	0.8%
Non-Hispanic or Latino	40,196,302	12.2%	1,158,820	12.5%	76,988	13.1%
Total	41,393,012	12.6%	1,225,321	13.3%	81,498	13.8%
Native Hawaiian-Other Pacific Islander						
Hispanic or Latino	59,845	0.0%	1,107	0.0%	24	0.0%
Non-Hispanic or Latino	555,712	0.2%	2,196	0.0%	182	0.0%
Total	615,557	0.2%	3,303	0.0%	206	0.0%
Some Other Race						
Hispanic or Latino	17,174,529	5.2%	622,498	6.7%	38,773	6.6%
Non-Hispanic or Latino	1,208,267	0.4%	52,524	0.6%	1,764	0.3%
Total	18,382,796	5.6%	675,022	7.3%	40,537	6.9%
Two or More Races						
Hispanic or Latino	12,583,100	3.8%	391,650	4.2%	22,397	3.8%
Non-Hispanic or Latino	10,456,322	3.2%	225,620	2.4%	17,716	3.0%
Total	23,039,422	7.0%	617,270	6.7%	40,113	6.8%
Resident Poverty Status						
At or Above Poverty Level	227,856,548	70.8%	7,055,727	77.9%	394,091	69.4%
Below Poverty Level	94,041,155	29.2%	2,002,766	22.1%	173,974	30.6%
Total	321,897,703	100.0%	9,058,493	100.0%	568,065	100.0%

Transportation Justice Demographics

SJTPO also elects to conduct analyses of Transportation Justice (TJ) populations. These focus on the populations that tend to be disadvantaged related to transportation access. TJ analyses include total Households Below Poverty Level, which is also included in EJ analyses. In addition, three other populations are part of the TJ analysis: Households with No Vehicles, Households with Disability, and Population Age 75 and Over. These demographics are detailed in [Table 2](#) below.

The Households with No Vehicle in the region is 10.8 percent. This is less than the State rate (11.3 percent) but higher than the nation (8.3 percent). It should be noted that the comparable figures for region and State do not tell the entire story. Much of the State's population is clustered in highly dense urban areas in the northern part of the State. Public transit serves these areas well, making auto ownership less necessary. The SJTPO region, which is notably less dense and with lesser transit coverage to be comparable in zero-vehicle households, is a notable observation in terms of TJ. This transit coverage issue will require further study, analysis, and action.

The region has a higher percentage of Households with Disability (29.8 percent) compared to the State (22.4 percent) and the nation (25.6 percent). The region also skews older than the State and the nation. The Population Age 75 and Over percentage for the region is 7.8 percent compared to 6.8 percent for the State and 6.5 percent for the nation. Therefore, the region's population contains a relatively high proportion of residents facing transportation access challenges. Due to the region's low density and largely rural nature, these residents may face potentially difficult issues. SJTPO will need to work with its partners to ensure that mobility meets the needs of residents, especially those with limited options. One avenue by which SJTPO and partners work to address these issues is through the collaborative development of the Access for All Transportation Plan (www.sjtpo.org/AccessForAll), serving as the coordinated human services transportation plan.

Table 2 - SJTPO Demographics Summary: Individual TJ Characteristics

	United States		New Jersey		SJTPO Region	
	Totals	Percent	Totals	Percent	Totals	Percent
Total Population	329,725,481	100.0%	9,234,024	100.0%	589,026	100.0%
Total Households	124,010,992	100.0%	3,397,156	100.0%	223,874	100.0%
Households and Poverty						
Below Poverty Level	15,381,768	12.4%	335,537	9.9%	29,561	13.2%
At or Above Poverty Level	108,629,224	87.6%	3,061,619	90.1%	194,313	86.8%
Households with No Vehicles						
HHs with No Vehicles	10,349,174	8.3%	384,372	11.3%	24,101	10.8%
HHs with 1+ Vehicle	113,661,818	91.7%	3,012,784	88.7%	199,773	89.2%
Households with Disability						
HHs with Disability	31,727,742	25.6%	760,273	22.4%	66,705	29.8%
HHs with No Disability	92,283,250	74.4%	2,636,883	77.6%	157,169	70.2%
Population Age 75 and Over						
Population Age 75 and Over	21,298,002	6.5%	627,598	6.8%	45,654	7.8%
Population Under Age 75	308,427,479	93.5%	8,606,426	93.2%	543,372	92.2%

Data Sources

The decennial United States Census and the American Community Survey (ACS) are the two primary sources of demographic data. The US Census Bureau is responsible for both surveys. The census is conducted every ten years to give Congress an official count of the US population. As it is conducted every ten years, the data becomes increasingly dated over time.

The ACS was created so that such data would be available, not just once every ten years, but once every year of the decade. The ACS provides information about the social and economic needs of each community. It shows how people live – education, housing, jobs, and more.

The ACS has been conducted since 2006, based on nationwide surveys starting in 2005. The ACS is also reported for a three-year and five-year period. The three and five-year surveys are running averages and are intended to provide information on the Census Block Group level areas. A Census Block Group (or Block Group or CBG) is a geographic unit created by the US Census Bureau that is used to subdivide counties to count where people live statistically. They typically include approximately 4,000 people¹. The five-year average is considered the most accurate for populations such as SJTPO's planning area. [Table 3](#) shows the ACS table used for each population.

Table 3 - Demographic Data Sources

Populations	Source-Data Set	Table	Geography
Hispanic and Non-Hispanic Minorities	2017-2021 American Community Survey 5-Year Estimates (ACS1)	B03002 - HISPANIC OR LATINO ORIGIN BY RACE	Block Group
Low-income Population	2017-2021 American Community Survey 5-Year Estimates (ACS1)	B17017 - POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER	Block Group
Households with Disability	2017-2021 American Community Survey 5-Year Estimates (ACS1)	B22010 - RECEIPT OF FOOD STAMPS/SNAP IN THE PAST 12 MONTHS BY DISABILITY STATUS FOR HOUSEHOLDS	Block Group
Households with No Vehicles	2017-2021 American Community Survey 5-Year Estimates (ACS1)	B25045 - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER	Block Group
Population Aged 75 Years or Older	2017-2021 American Community Survey 5-Year Estimates (ACS1)	B01001 - SEX BY AGE	Block Group

¹ United States census geography—Related Concepts | Documentation (arcgis.com). <https://learn.arcgis.com/en/related-concepts/united-states-census-geography.htm>

EJScreen

Note that for the Environmental Justice spatial analysis portion of this report, SJTPO utilized the data directly from the Environmental Justice Mapping and Screening Tool (EJScreen) (Version 2.2, July 2023) This is a product of the US Environmental Protection Agency Office of Environmental Justice and External Civil Rights, Washington, DC 20460. The following is from the US Environmental Protection Agency (EPA), 2023. EJScreen Technical Documentation. (www.epa.gov/EJScreen)

EJScreen's socioeconomic data source is the US Census Bureau's American Community Survey (ACS) 2017-2021 5-Year Estimates (ACS 2021).

SJTPO utilized two EJScreen data categories for constructing the EJ analysis criteria. Those categories were Minorities and Low-Income populations. Minorities (or People of Color in the EPA documentation) are determined by Race and Hispanic Origins. The American Community Survey (ACS) information on people of color is captured in the table Hispanic or Latino Origin by Race (ACS Table ID: B03002). The ACS divides race and Hispanic status into 21 categories.

The ACS low-income information is captured in the table Ratio of Income to Poverty Level in the Past 12 Months (ACS Table ID: C17002).

Data used by SJTPO was obtained from: <https://www.epa.gov/ejscreen/download-ejscreen-data>
Database name: EJSCREEN_2023_BG_StatePct_with_AS_CNMI_GU_V_SJTPO.dbf

Identifying EJ and TJ Areas

To meet the requirements of Title VI and EJ, low-income and minority populations will be identified within the SJTPO area. Other analyses include Transportation Justice (TJ). The EJ areas are determined utilizing the minority and low-income census data for census block groups (CBGs). The CBGs percentages are compared to a statewide threshold to identify the EJ CBGs. The approach for TJ area identification is different, with these areas identified using transportation-related demographic data for each CBGs. Thresholds of 0.5 and 1.5, standard deviations above the regional averages, are identified. SJTPO then applies a formula using these thresholds to each CBG to determine if it meets the TJ criteria.

The EJ and TJ formulas and methodology are described below. The methodology to determine the location and concentration of identified groups involves six steps, which are:

- **Step 1:** Define the Environmental & Transportation Justice populations.
- **Step 2:** Determine the regional average percentages for EJ populations: low-income and minority populations. Determine the percentages for TJ populations or households: low-income, no vehicles, disabled, and elderly.
- **Step 3:** Establish the thresholds to be used to identify the concentrations for each EJ and TJ characteristic. The EJ thresholds are those utilized by NJDOT. SJTPO defined TJ thresholds for its use. The TJ thresholds are based on the regional average, with 0.5 and 1.50 standard deviations above the regional average.

- **Step 4:** Map the Block Groups that meet the threshold for each EJ and TJ characteristic.
- **Step 5:** Establish a formula that creates a threshold-based, combined criteria for EJ and TJ. This formula will combine all the characteristics.
- **Step 6:** Map the Block Groups that meet the combined criteria for each EJ and TJ characteristic.

Step 1: Define the EJ & TJ Populations

EJ populations include:

- **Low-income** means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.
- **Minority** means a person, based on US Census Bureau data, who is:
 - Black (having origins in any of the black racial groups of Africa);
 - Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);
 - Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or
 - American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

TJ populations include:

- **Low-income** means a person whose median household income is at or below the HHS poverty guidelines.
- **Households with No Vehicle:** Owner-occupied or renter-occupied household - no vehicle available to the household, based on US Census Bureau data.
- **Households with Disability:** Households with a person or persons with a disability, based on US Census Bureau data.
- **Elderly:** Residents that are 75 years old or older, based on US Census Bureau data.

Step 2: Determine the Regional Average for each EJ and TJ Characteristic

The average percentage for the SJTPO region was determined for each population characteristic using previously described data sources. ACS data and the 10-year Census data do not match due to the sample size of each survey. ACS is a 5-year average using a sample for each block group. The Census data is the total count of people. [Table 4](#) and [Table 5](#), in the following section, list the regional thresholds for each EJ and TJ characteristic. Note that the average for each TJ characteristic is used to develop TJ thresholds. The EJ regional average can be compared to the NJDOT threshold.

Step 3: Determine the Regional Thresholds for each EJ and TJ Characteristic

It is important to note that all EJ populations are protected and important in the planning process, regardless of where they live – even outside an "EJ Area." Even one protected individual treated inequitably by a project or program is problematic and a violation of EJ requirements. EJ is something that must be considered in every project. However, the identification of EJ Areas as well as TJ Areas is helpful to gain a better understanding of the big picture. It helps to assess if expenditures are generally being distributed equitably and to identify areas where additional resources and efforts may need to be concentrated.

As mentioned above, SJTPO uses the NJDOT EJ thresholds for consistency. TJ thresholds for the region are developed by first determining the regional average for each TJ characteristic. Then, for each characteristic, the following figures were determined:

- **One-half (0.50) standard deviation above the regional average, which represents the threshold for EJ and TJ Areas**
- **One and one-half (1.50) standard deviation above the regional average, which represents the threshold for Concentrated EJ and TJ Areas**

The Concentrated TJ Areas highlight where protected populations are particularly prevalent to highlight where additional focus may be needed.

Federal guidance defines what groups are included within the definition of EJ, which was discussed in an earlier section. However, the use of thresholds and the standards by which thresholds are established are not defined and can be developed based on local understanding of the region. In reviewing best practices, standard deviations from the regional average frequently appeared. A standard deviation is a statistically valid way of measuring how close variables are to the average. This means a threshold for each variable (Households with a disability, Households with no Vehicle Available, etc.) can be defined using the same methodology.

Table 4 - SJTPO Threshold Summary: Individual EJ Characteristics

	Percentage Thresholds
	Averages
Minorities	45%
Low-Income	22%

Table 5 - SJTPO Threshold Summary: Individual TJ Characteristics

	Percentage Thresholds			Number of Block Groups		
	Average (Mean)	TJ Area (Avg + 0.5 Std Dev.)	Concentrated TJ Area (Avg + 1.5 Std Dev.)	Average (Mean)	TJ Area (Avg + 0.5 Std Dev.)	Concentrated TJ Area (Avg + 1.5 Std Dev.)
Households in Poverty	13.2%	20.0%	33.7%	162	108	38
Households with No Vehicles	10.8%	18.7%	34.4%	142	87	41
Households with Disability	29.8%	36.5%	50.0%	195	126	37
Population Age 75 and Over	7.8%	11.7%	19.5%	211	122	39

Step 4: Mapping Individual EJ and TJ Populations

In this step, a geographical display of concentrations for each individual EJ and TJ characteristic is provided. Note that these individual characteristics alone are not the EJ and TJ Areas. Instead, they are part of a formula that combines multiple characteristics.

EJ Populations

The following figures display the locations that meet or exceed the thresholds for EJ populations, shown in [Table 4](#) in [Step 3](#). Those populations include Households in Poverty, the Hispanic Population, the total non-Hispanic Minority Population, and the individual Racial Minority Population. The maps all show Block Groups and display one population threshold level – EJ Area. These thresholds are explained in [Step 3](#). It is important to note that each population separately does not define the EJ Areas used in the analysis. Instead, these populations contribute to the definition of an EJ Area defined in [Step 5](#).

It should be noted that the mapping of the protected populations is a static activity. Maps show what existed at a specific point in time. These maps are based on the 2021 ACS data.

In reviewing these maps, patterns appear, with a largely consistent sizeable cluster of populations in the Atlantic City/Pleasantville area and smaller clusters in Millville, Bridgeton, and Salem.

Figure 1 - Low-Income Concentrations

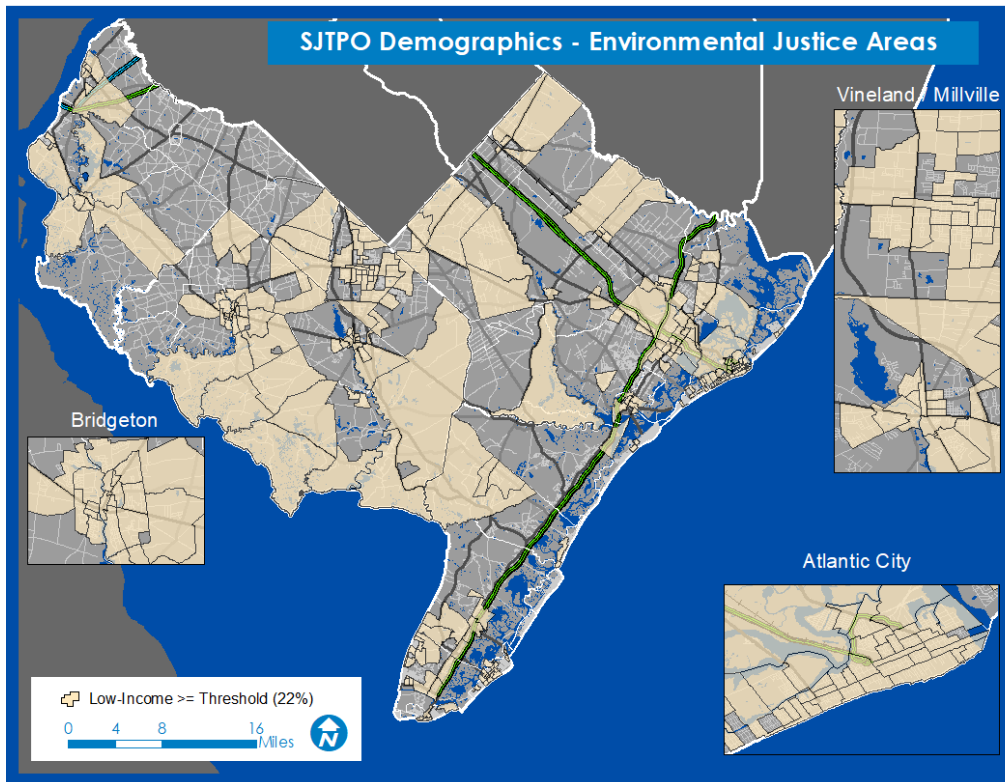


Figure 2 - Minority Population Concentrations

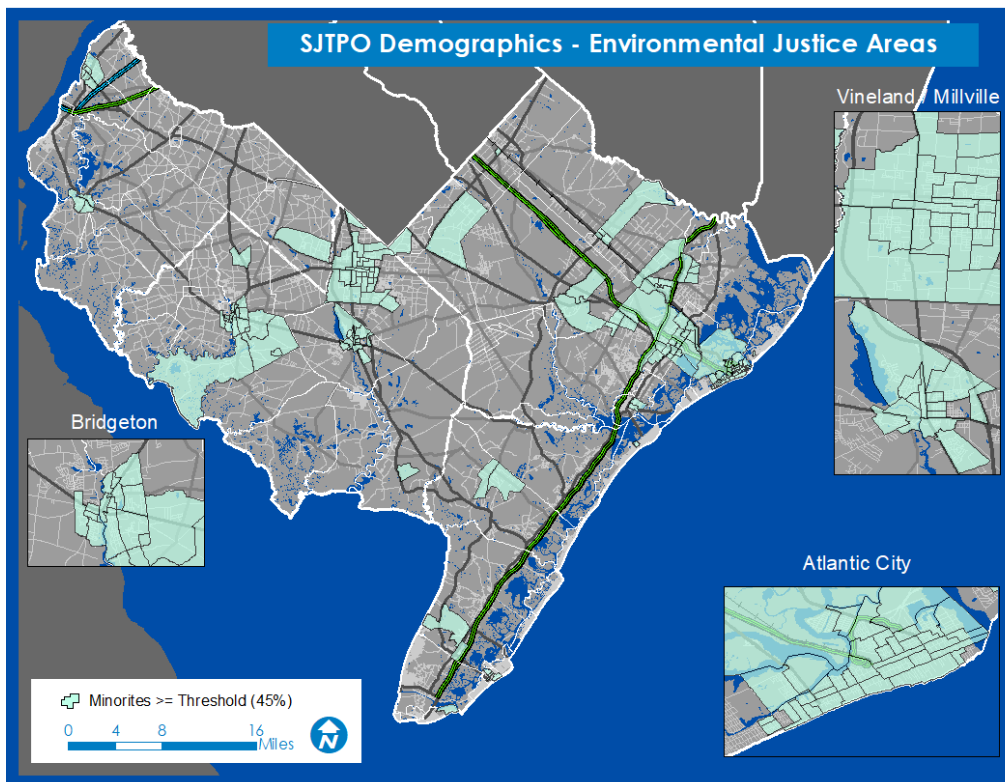


Figure 3 - Hispanic Population Concentrations

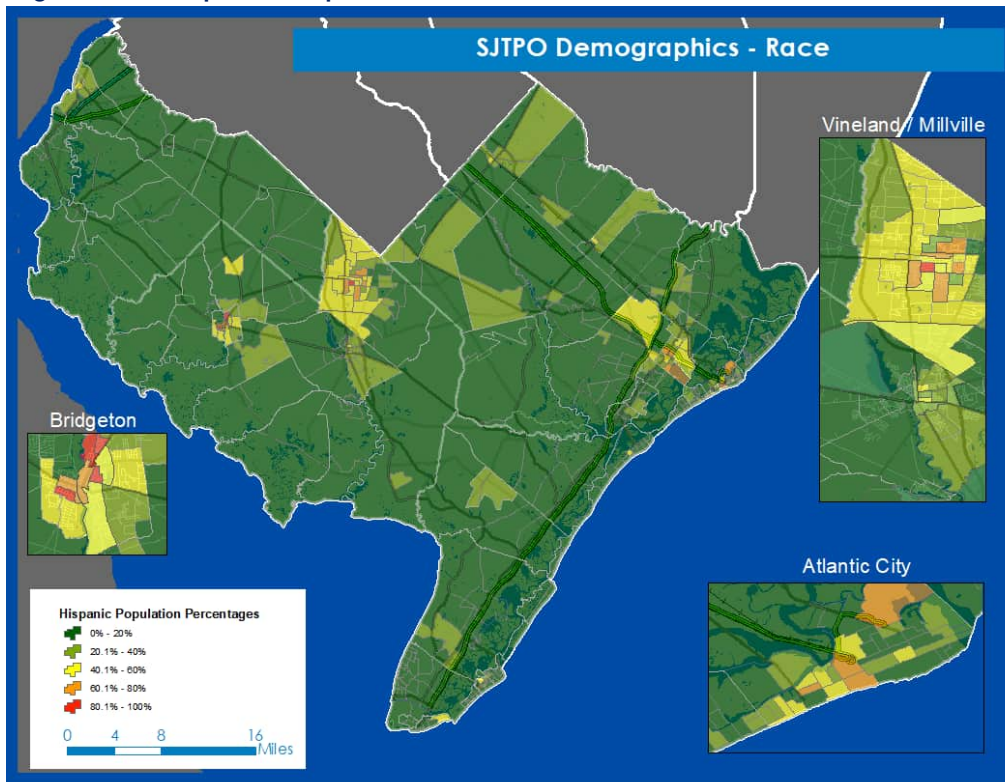


Figure 4 - Asian Population Concentrations

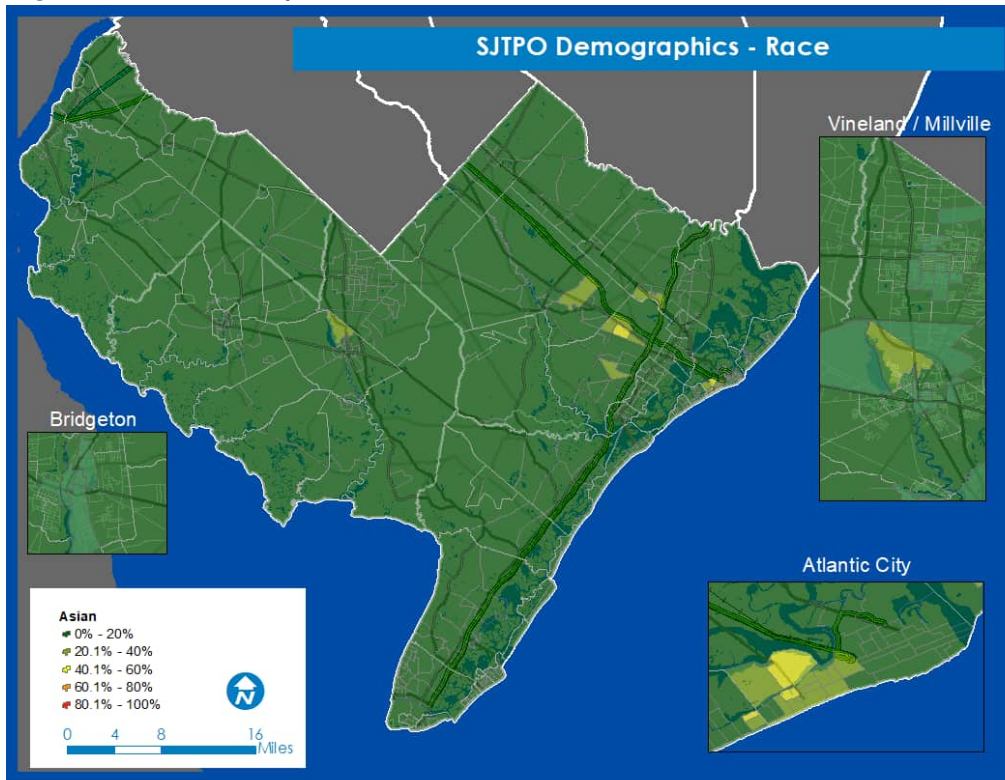


Figure 5 - Black / African American Population Concentrations

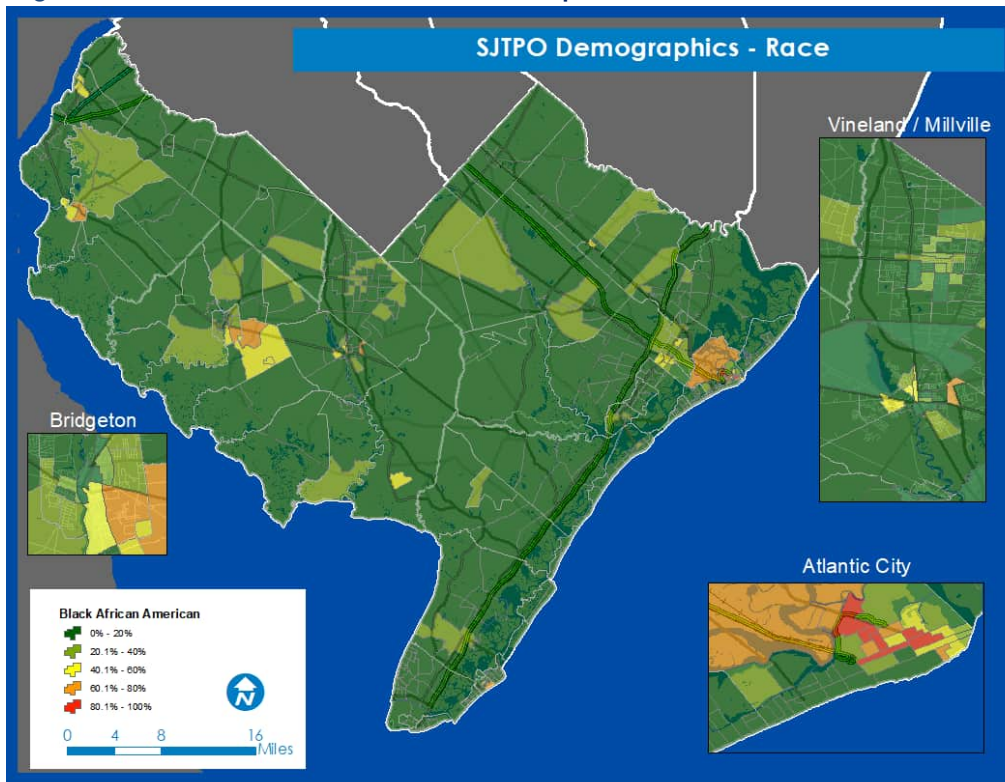


Figure 6 - Native Hawaiian, Other Pacific Islander Population Concentrations

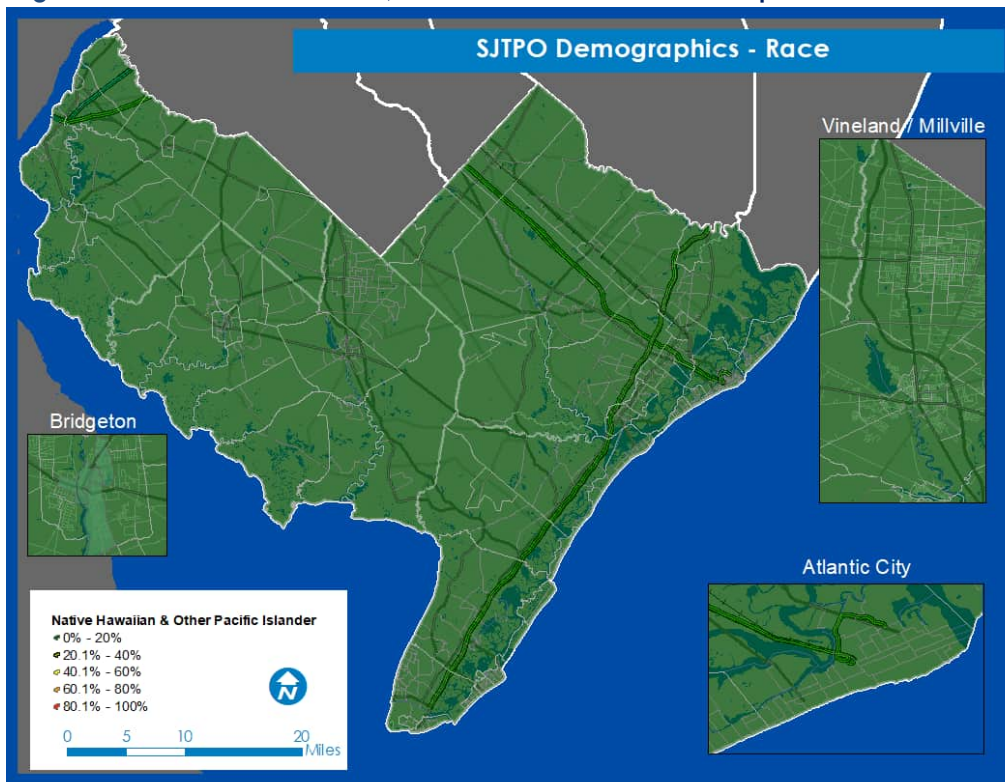


Figure 7 - Some Other Race Population Concentrations

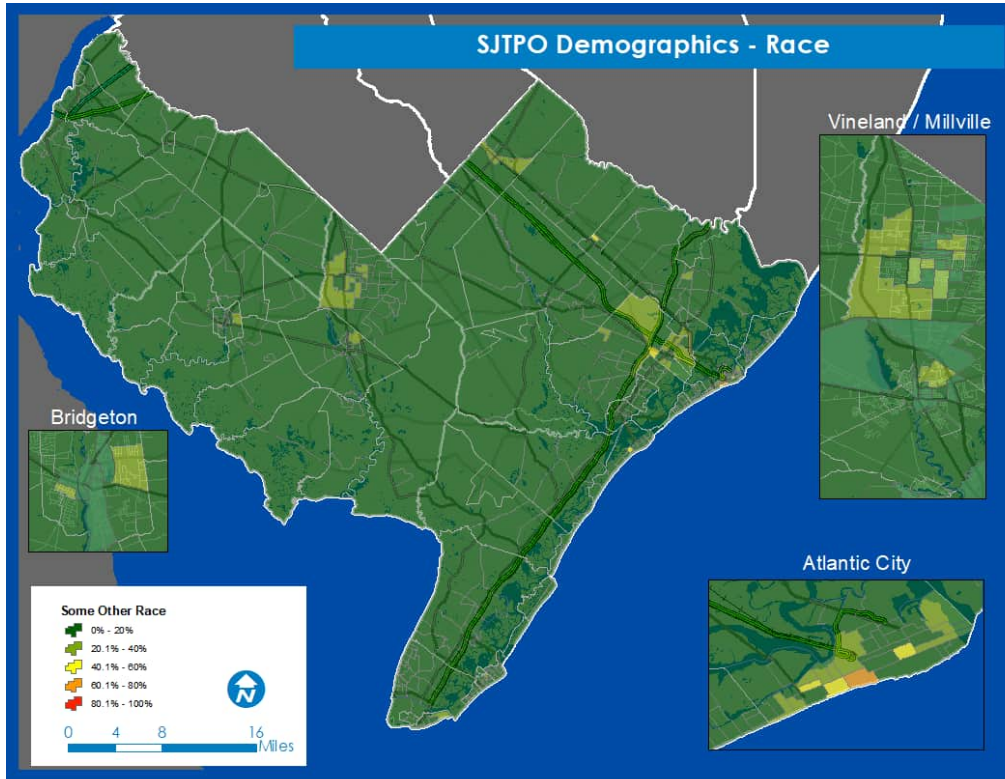
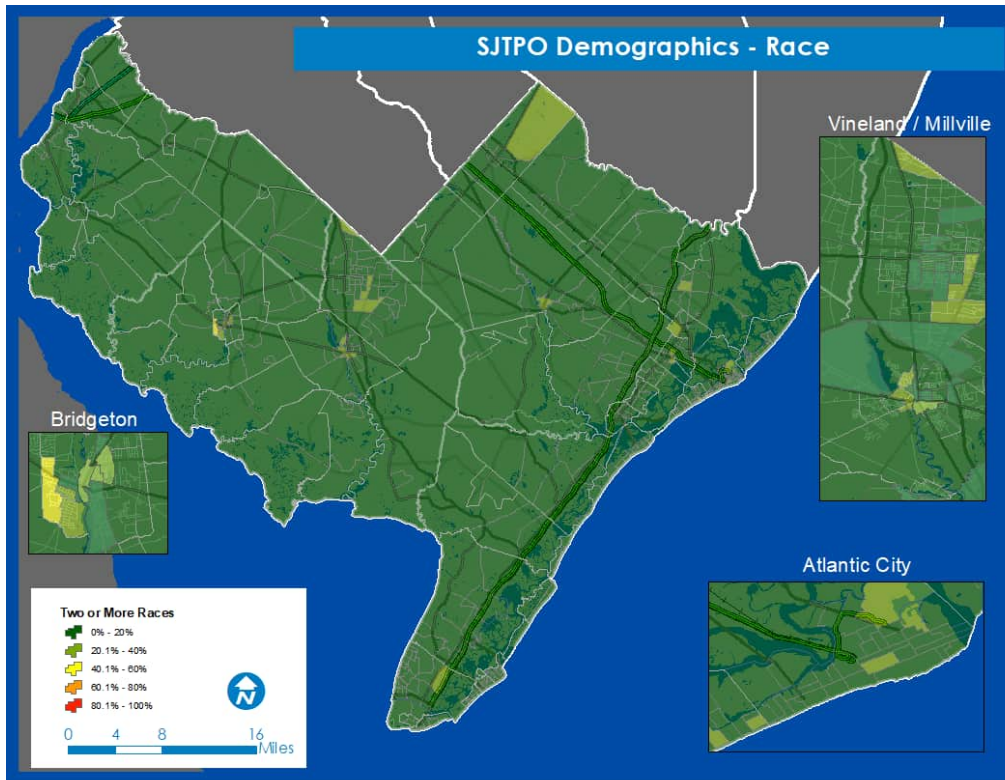


Figure 8 - Two or More Race Population Concentrations



TJ Populations

The following figures display the locations that meet or exceed the thresholds for TJ populations, shown in [Table 5](#) in [Step 3](#). Those populations include Households in Poverty, Households with No Vehicle, Households with Disability, and the Elderly (75+). The maps all show Block Groups and display one population threshold level – TJ Area. These thresholds are explained in [Step 3](#). It is important to note that each population separately does not define the TJ Areas used in the analysis. Rather, these populations contribute to the definition of a TJ Area, which is defined in [Step 5](#).

Patterns are less consistent among TJ populations. While Households in Poverty and Households with No Vehicle see similar concentrations to those seen in EJ – Atlantic City, Pleasantville, Millville, Bridgeton, and Salem, Households with a Disability and Populations age 75 and over are somewhat more dispersed and often in areas outside the urban centers. This suggests the potential for greater challenges in serving the needs of these populations and demonstrates the need for extensive coordination and a willingness to engage in creative solutions to ensure mobility among these communities.

Figure 9 - Households in Poverty

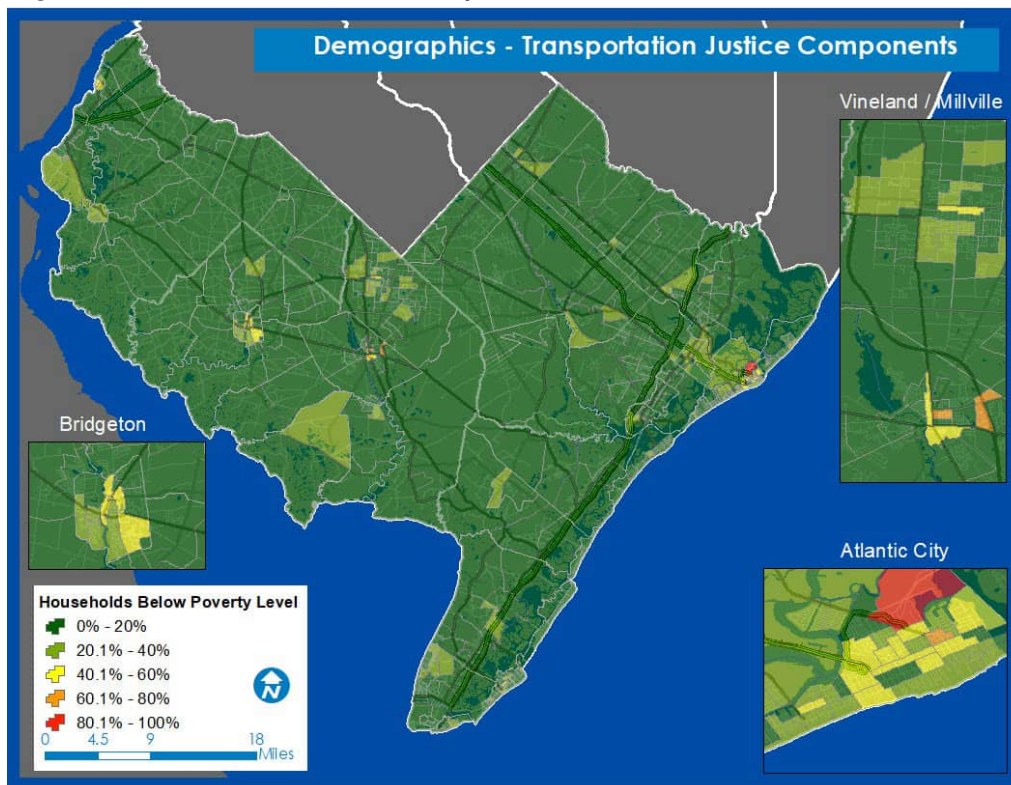


Figure 10 - Households with No Vehicle

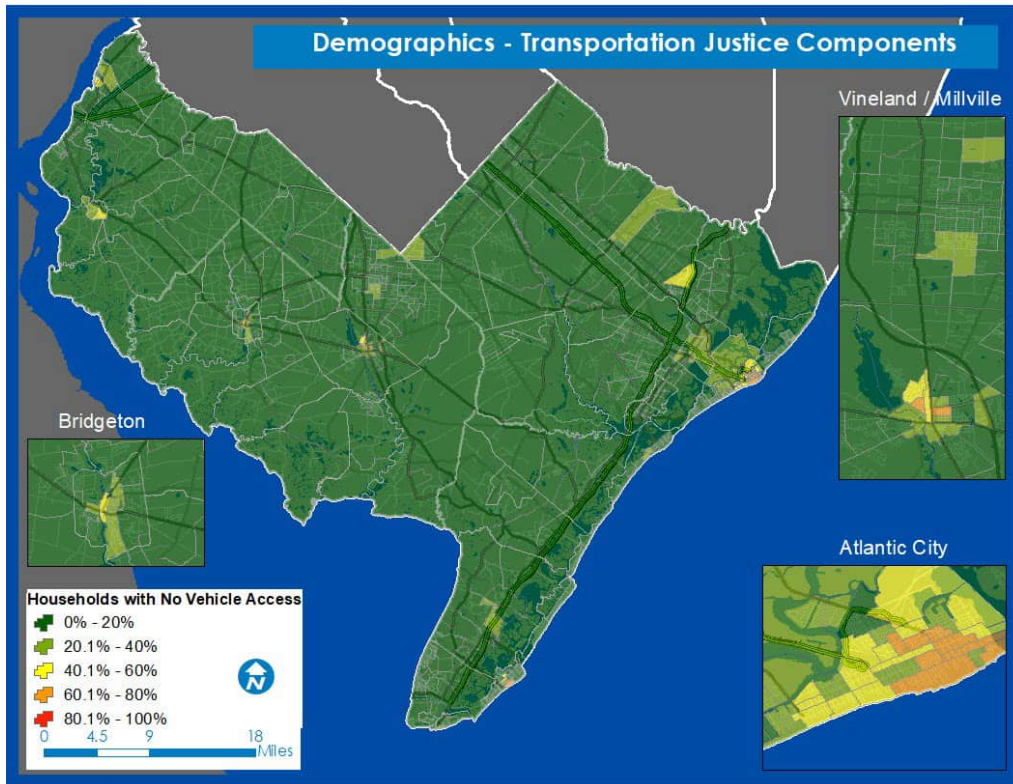


Figure 11 - Households with Disability

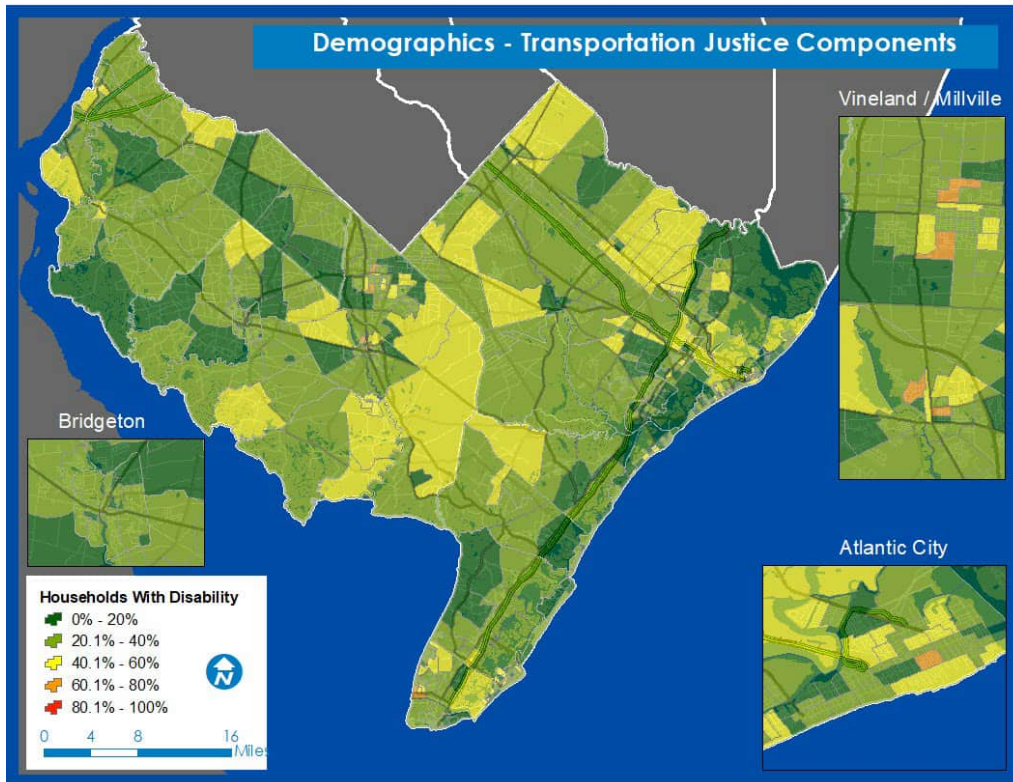
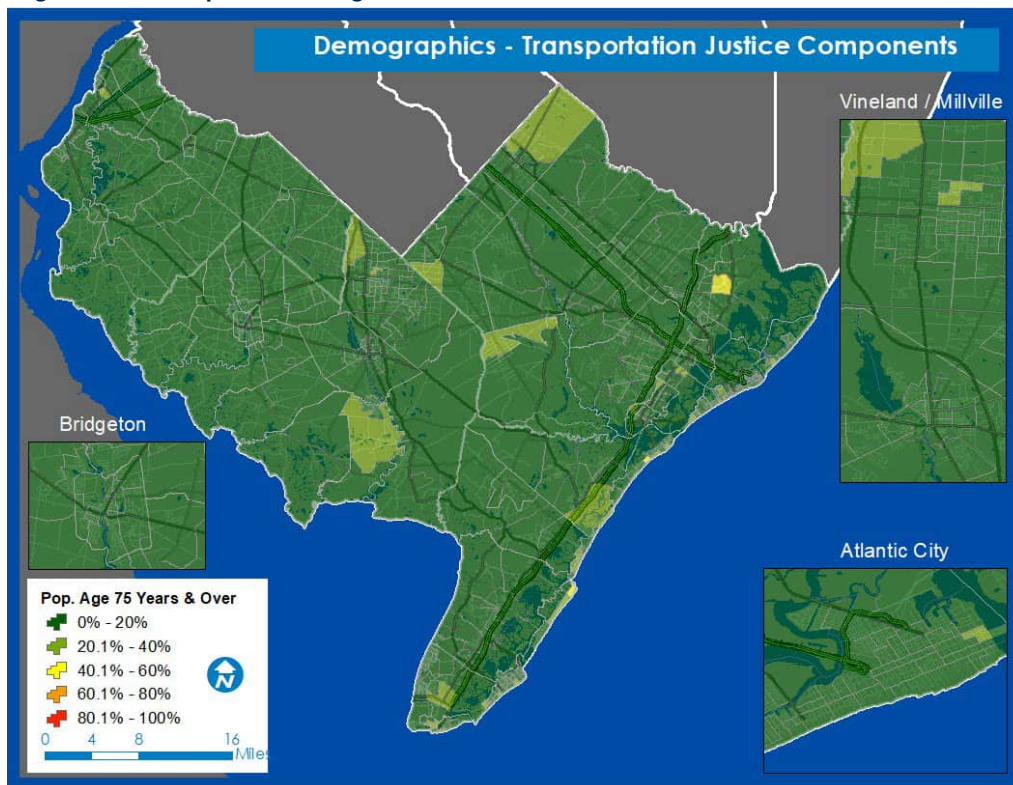


Figure 12 - Population Age 75 and Over



Step 5: Defining Combined Thresholds for EJ and TJ Areas

The single characteristic averages or thresholds alone do not define the EJ and TJ Areas. EJ and TJ Formulas were developed to combine the threshold results for multiple characteristics. These are the combined threshold test. There is one for EJ, TJ, and Concentrated TJ Areas.

Identifying the EJ Areas

The Block Groups that meet the below criteria (EJ Formulae) are designated as EJ Areas. Two characteristics are considered to identify EJ areas: Low-Income Population and Minority Population. Minorities ("People of Color" per US Census) are Hispanic Populations (any race) and Non-Hispanic Minority Races.

The minority races are:

- American Indian or Alaskan Native
- Asian
- Black-African American
- Native Hawaiian - Other Pacific Islander
- Some Other Race
- Two or More Races

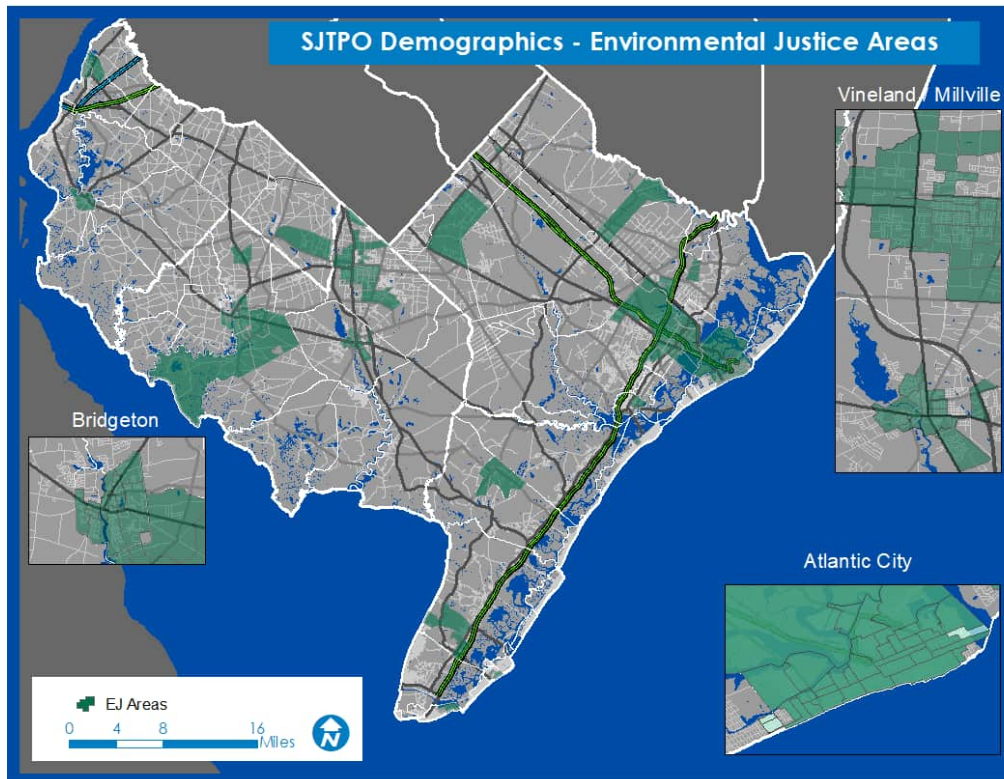
EJ Areas

Formula: ([Minorities Avg] \geq 45%) AND ([Low Income Avg] \geq 22%)

A Block Group meets the criteria for an EJ Area if:

- The number of Minorities is greater or equal to 45%,
AND
- The number of Low-Income residents is greater than or equal to 22%

Figure 13 - SJTPO Environmental Justice Areas



Identifying the TJ Areas

The Block Groups that meet the below criteria (TJ Formulae) are designated as TJ Areas. The abbreviations used are:

- POV: Households in Poverty
- Seniors: Residents that are age 75 or over
- NVHH: Households with no vehicle available
- DisHH: Households with a disabled resident
- S05: One-half standard deviation above the average
- S15: One and one-half standard deviation above the average

Moderate TJ Areas

Formula: [POV Avg] AND ([Seniors S05] OR ([NVHH S05] OR [DisHH S05])

Block Group meets the criteria for a TJ Area if:

- The number of households below poverty level are greater than the regional average, AND
- The number of residents aged 75 or Over, OR households with no vehicle available, OR households with a disabled resident are greater than one-half standard deviation over the regional average (TJ Moderate).

Concentrated TJ Areas

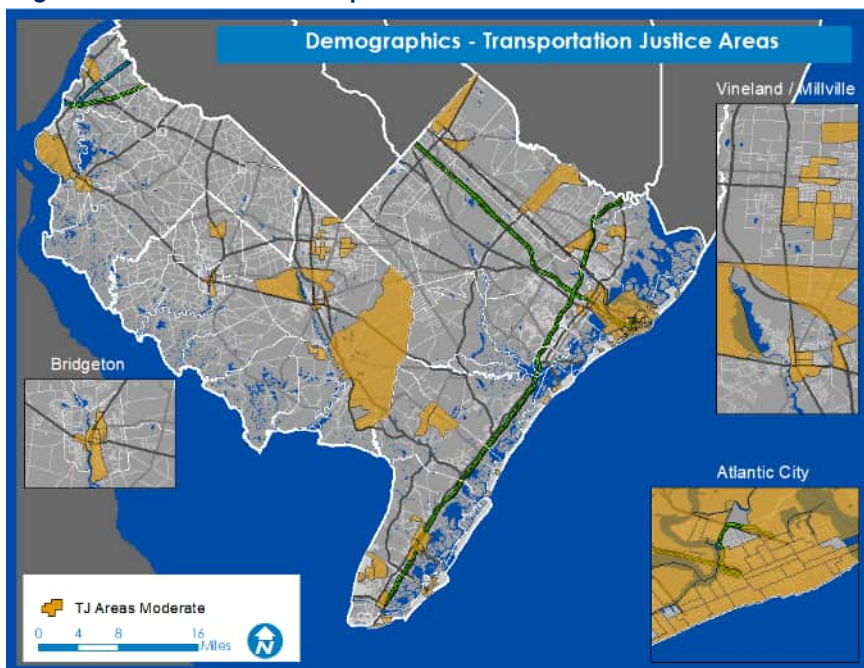
Formula: [POV Avg] AND ([Seniors S15] OR ([NVHH S15] OR [DisHH S15])

A Block Group meets the criteria for a Concentrated TJ Area if:

- The number of households below poverty level are greater than the regional average, AND
- The number of residents aged 75 or over, OR households with no vehicle available, OR households with a disabled resident are greater than one and one-half standard deviation over the regional average.

For this report, the TJ Concentration Areas were determined using the above formula. This resulted in spatial coverage that underrepresented the TJ Areas. With too few TJ Areas accounted for, this approach was not useful during the analysis. The TJ Moderate formula described above (0.5 standard deviation above the average) more accurately represented the TJ Areas. As such, the TJ Moderate Area was used for this report’s analysis.

Figure 14 - SJTPO Transportation Justice Areas



EJ Analysis of SJTPO's Process and Investments

Engaging EJ Communities

Planning agencies must identify underserved populations in the community and consider their mobility needs within the planning process. SJTPO is committed to actively engaging traditionally underserved populations.

SJTPO has developed a Public Involvement Plan (PIP) (www.sjtpo.org/PIP). The PIP defines a transparent set of guidelines that SJTPO adheres to when conducting public involvement and establishes the tools and techniques SJTPO uses to reach populations in the community. The PIP undergoes periodic evaluations to determine the effectiveness of outreach practices, with updates to the PIP made as necessary. In terms of strategies to serve the traditionally underserved populations, SJTPO:

- Aims to target outreach events in ADA-accessible facilities and transit-friendly locations that are accessible to underserved populations;
- Holds meetings at convenient times to maximize engagement of underserved populations,
- Tailors messaging and communication methods to try to maximize access to underserved populations; and
- Provides timely and reasonable access to information, including 30-day minimum public comment periods for planning documents and hard copy and electronic versions of planning documents.

In addition to the strategies mentioned above, SJTPO has an outreach contact list that includes agencies, civic groups, and other organizations that actively engage with minority and low-income populations. SJTPO regularly corresponds with all entities on the list when public comment opportunities and other regional planning news are available. SJTPO actively works to update this list. Further, when relevant to the project or activity, SJTPO distributes press releases and places advertisements in minority and non-English newspapers. SJTPO is conscious of the limited number of minority and non-English newspapers in the SJTPO region and actively explores other free publications and media outlets that minority and low-income populations may access.

Methodology for Allocating TIP Funds within Region

The first step of the EJ analysis is to calculate the amount of funding distributed to the region's Block Groups. Each mappable project has funds distributed to the Block Groups it passes through. This is based on the amount (length) of that project inside the Block Group. The total funds from all mappable projects are distributed to each Block Group and then calculated. This distribution of funds allows for the calculation of dollars per resident. As such, the TIP investment can be assessed as a percent compared to the population, which also shows if an EJ population is well-represented in TIP investments.

Methodology for Testing EJ Fund Allocation:

The expectation is that EJ Areas would receive at least the regional average amount of funding per resident. Said another way, if EJ Block Groups represent 20 percent of the region's population, they should be expected to receive 20 percent of the TIP funding.

Step 1: Calculate the funds spent per resident for the region (Threshold)

This figure, the regional average funds per resident, is the threshold. It is the region's expected distribution of TIP funds for EJ Block Groups.

- The regional average is calculated: [Total TIP Funds Distributed to Region] divided by [Regional Population]
- This figure will be used as a threshold, which is the expected distribution of TIP funds for each Block Group in the region.

Step 2: Calculate the average funds distributed for populations in the EJ Areas

- EJ Area formula is: [TIP Funds Distributed to EJ Area Block Groups] divided by [Total EJ Area Block Group Population]

Step 3: Compare the funds distributed per resident for the region (Threshold) vs. EJ Area and Concentrated EJ Area Block Groups

- EJ Area Block Groups are expected to meet the regional average funds per resident
- Expected Results: The funds distributed to the EJ Area Block Groups should be equal to or greater than the regional threshold, which would indicate that an appropriate amount of funding is allocated to the specific Block Group

EJ Area TIP Funding Allocation Results

SJTPO receives a total of \$95,714,990 in TIP funds that could be allocated to a specific geographic location (mappable). This includes project costs applied to Federal Fiscal Years (FFY) 2024 through 2027. This amount, divided by the region's 589,026 residents, produces a figure of \$162.50 per resident. The expenditures per person are higher in the EJ Areas (\$261.04) compared to the region (\$162.50). The expenditure per person in the Non-EJ Area is \$113.86, lower than the EJ Areas (\$261.04) and the region as a whole (\$162.50). Note that this is reflective of the projects with known locations at the time of this report. It is possible that many of the excluded funds, including much of the CMAQ funds, may be allocated to EJ areas. This highlights an opportunity for SJTPO to work with regional partners to identify projects and barriers to project advancement in EJ Areas to ensure greater investment in future years.

NJDOT also sponsors projects in our region. Those NJDOT projects totaled \$247,709,156, or \$420.54 per resident. A total of \$112,615,837, or \$578.51 per resident, of these NJDOT funds are allocated to EJ Areas. When combined with SJTPO projects, there is a total of \$343,424,146 in project investments in the region or \$583.04 per resident. \$163,430,491 is the total amount spent in EJ Areas, or \$839.54 per resident. By all these metrics, project investment in EJ Areas is equal to or greater than investment in the region.

Table 6 - FFY 2024-2027 TIP Funds in the SJTPO Region vs. EJ Areas

	TIP Funds Allocation (\$)	Population		Funds per Resident	TIP Funds Allocation (%)
		Total	Percent		
EJ Areas	\$50,814,653	194,666	33.05%	\$261.04	53.09%
Non-EJ Areas	\$44,900,337	394,360	66.95%	\$113.86	46.91%
Total	\$95,714,990	589,026	100.00%	\$162.50	100.00%

Project Benefits and Adverse Impacts

This section documents the process that evaluates the plans and projects included in the TIP. The TIP is essentially a list of all projects and programs scheduled to be implemented over the next ten years. The TIP allows the SJTPO Policy Board to determine transportation needs that take precedence. These projects and programs are fiscally constrained in the first four years, making them eligible for federal transportation funds. The analysis is completed within the development of the TIP.

The process for determining the benefits and impacts of transportation systems is also required in conducting an EJ analysis. Four steps have been identified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in conducting an EJ analysis. They are:

1. Demographic Data
2. Public Engagement in the Planning Process
3. Consider the Likely Benefits and Adverse Impacts of Proposed Projects
4. Select Alternatives

[Demographic Data](#) and [Public Engagement](#) in the Planning Process have already been discussed.

Project Benefits

Project benefits are the anticipated results of a project which improves performance measures or quality of service. The benefits of a project will vary depending on the project. Potential benefits include:

- Decreased travel time
- Increased access to employment or businesses
- Increased access to transit
- Improved pedestrian or bicycle facilities
- Improved air quality
- Safety

Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, defines the adverse effects of a project or program. Essentially, adverse impacts are defined as the significant individual or cumulative health, environmental, social, and economic impacts of a project or set of projects. They can include:

- Increased traffic

- Noise
- Displacement or relocations
- Neighborhood intrusion
- Water quality impacts
- Air quality impacts
- Green space
- Decreased access to transit
- Decreased access to employment or businesses

Considering the benefits and impacts of projects is complicated and not easy to show graphically. Where possible, the benefit or impact should be shown graphically. The process used to evaluate project impacts is:

- List all project benefits
- List all project impacts
- Provide discussions of how the benefits and impacts might affect low-income and minority populations
- Include discussion in meeting materials, where possible

Disproportionately High and Adverse Effect

A Disproportionately High and Adverse Effect is one that:

- Is predominately borne by a minority population and/or a low-income population, or
- Will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effects suffered by non-minority and/or non-low-income populations.

A map displaying the locations of protected populations and anticipated projects is created to determine if any of these conditions apply. This work will be expanded in the coming years to include an analysis of the benefits and burdens. If Disproportionately High and Adverse Effects are found in either analysis, additional study or substitution of the project(s) should be completed.

Assessment of the SJTPO Region

EJ and TJ Complete Streets Analysis

SJTPO utilizes Complete Streets as a component in addressing equity issues. As part of SJTPO's work in this area, SJTPO created criteria-based Complete Streets Priority Areas for the region. These areas are utilized as a part of the Project Evaluation Criteria when evaluating and scoring potential projects for inclusion in the TIP, contributing to the regional ranking of potential infrastructure projects. Potential projects that fall inside or serve the residents of Complete Streets Priority Areas are evaluated accordingly.

This is especially important in the SJTPO region, which has many disadvantaged areas. Municipalities, counties, and the State are required to pay for roadway maintenance. Sidewalks

are the responsibility of individual property owners. Therefore, low-income communities are at risk. Their limited means make it less likely that the county, municipality, or property owners will be able to make the investments required to construct and maintain Complete Streets. It is important to note that the construction of sidewalks is one activity that is included in making a street complete. Other activities may consist of improving crosswalks and pedestrian signals, adding dedicated bike paths, shoulders, bus pull-outs, bus shelters, and other improvements, depending on the context of the roadway.

Analysis Summary

The SJTPO EJ and TJ Areas each have a high level of overlap with the region's Complete Streets Priority Areas. This is favorable since the Complete Street program focuses on most EJ and TJ residential areas. The Complete Streets program emphasizes transit, bike, and pedestrian-focused improvements, which are crucial for the EJ and TJ communities. [Table 7](#) shows that the EJ and TJ Areas overlap Complete Streets Priority Areas at a higher rate than the region.

Only 36.7 percent of the region's road miles fall inside the Complete Streets Priority Areas. This compares to 65.1 percent for EJ and 63.6 percent for TJ. This means, as it is presently constructed, that the spatial analysis portion of the Complete Streets program will not be biased against the EJ and TJ communities.

Table 7 - Complete Streets Priority Areas, EJ, TJ, Roadway Statistics

	Road Miles
SJTPO Region	5,462.00
EJ Areas	969.01
TJ Areas	815.50
Complete Streets Priority Areas	
Complete Streets Priority Areas	2,002.88
EJ Roads inside Complete Streets Priority Areas	631.23
TJ Roads inside Complete Streets Priority Areas	518.84
Region road miles inside Complete Streets Priority Areas	
Region road miles inside Complete Streets Priority Areas	36.7%
EJ road miles inside Complete Streets Priority Areas	65.1%
TJ road miles inside Complete Streets Priority Areas	63.6%

Methodology

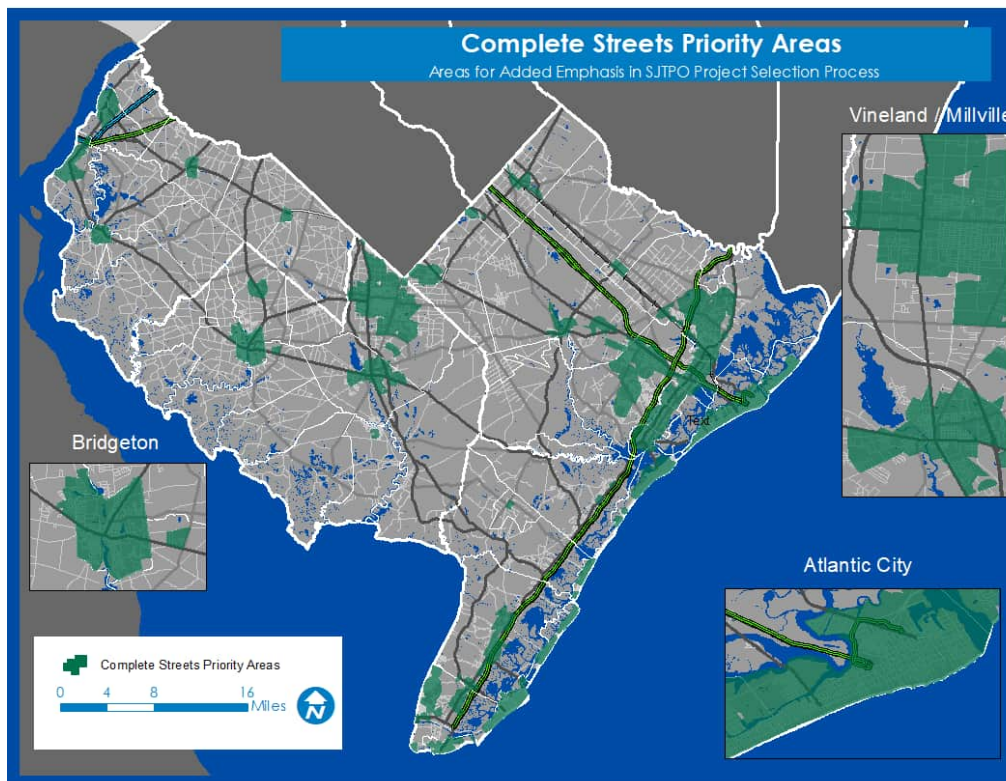
SJTPO Complete Streets Priority Areas are defined by three components:

- Block Groups that meet a certain density criterium (Density),
- Adjacent neighborhoods outside of those Block Groups, (Add) and
- Area representing a buffer around essential destinations (DB).

To conduct an analysis, the two density areas (Density & Add) are merged. The resulting area (Density Merge) is intersected with the destination buffer (DB). Therefore, the result is the areas that have a certain amount of density and fall within an essential service travel-shed.

Once the Complete Streets Priority Areas are established ([Figure 15](#)), the roadway network inside the Complete Streets Priority Areas is examined. The length of total roadway center lines inside the Complete Streets Priority Areas is calculated.

Figure 15 - SJTPO Complete Streets Priority Areas

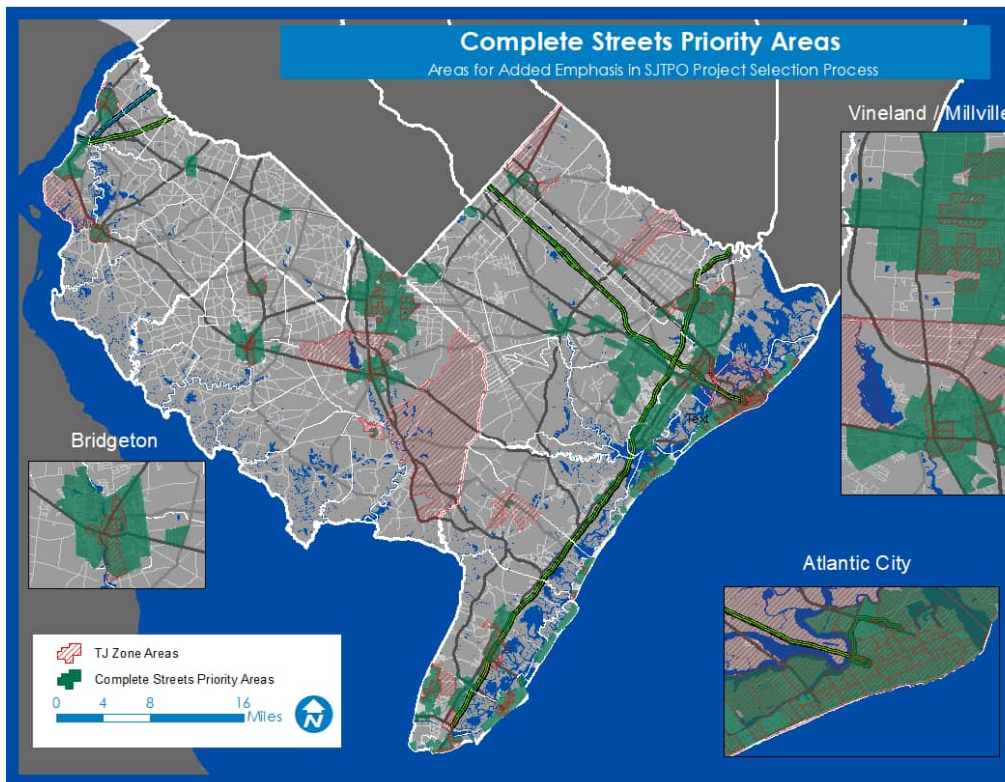


The roadway centerlines are calculated for the entire region as well as specifically for the EJ and TJ Areas. These figures are used to calculate percentages of roadways that fall inside the Complete Streets Priority Areas. [Figure 16](#) and [Figure 17](#) below compare the EJ and TJ Areas to the Complete Streets Priority Areas. These figures show that much of the EJ and TJ roadway centerline miles are expected to be inside the Complete Streets Priority Areas, consistent with [Table 7](#) above.

Figure 16 - Overlap Between EJ Areas and Complete Streets Priority Areas



Figure 17 - Overlap Between TJ Areas and Complete Streets Priority Areas



Crash Equity Analysis

This section compares the crash rates of the SJTPO region to those of the EJ and TJ Areas. Exposure to a higher crash rate is undesirable. Therefore, the EJ or TJ Areas should not have a higher crash rate compared to the rest of the region.

The following tables display the number of crashes as well as other statistics. [Table 8](#) and [Table 9](#) provide an overview of various crash statistics in the SJTPO region and in the EJ and TJ Areas discussed earlier. These two tables on their own do not paint a complete picture but provide background, as they are compared to Population ([Table 10](#)), and Roadway Mileage ([Table 13](#)).

[Table 8](#) below displays the total crashes as well as the total number of people killed and injured, in addition to the total number of pedestrians killed and injured.

Table 8 - All Crashes vs Persons Killed or Injured

	All Crashes	Total Killed	Total Injured	Pedestrians Killed	Pedestrians Injured
SJTPO	78,311	451	30,488	92	932
EJ Areas	28,572	123	11,857	49	568
TJ Areas	18,477	95	7,227	34	438

[Table 9](#) also displays the number of total crashes. This table differs from [Table 8](#) in that rather than looking at the number of overall people killed and injured versus pedestrians killed and injured, it looks at the total number of crashes that result in a fatality, injury, or Property Damage Only (PDO).

Table 9 - Crashes by Severity

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
SJTPO	78,311	421	21,302	56,588
EJ Areas	28,572	117	8,222	20,233
TJ Areas	18,477	89	5,062	13,326

Taking population into account when comparing crash statistics will more accurately reveal the impact of crashes on the EJ and TJ Areas. The population statistics for the region and the EJ and TJ areas are displayed in [Table 10](#).

Table 10 - Population of Region, EJ and TJ Areas

	Population
SJTPO	589,026
EJ Areas	194,666
TJ Areas	138,183

[Table 11](#) takes the data shown in [Table 8](#) and displays it per 1,000 people. Most of the EJ and TJ rates are higher (unfavorable) compared to the region, except for the number of people killed. The EJ and TJ Areas tend to be in more urbanized areas, where more crashes usually occur. However, the crash severity tends to be higher in rural areas, where speeds are elevated. The same patterns are seen in [Table 12](#).

Table 11 - Rate of All Crashes vs Pedestrian Crashes – per 1,000 Population

	All Crashes	Total Killed	Total Injured	Pedestrians Killed	Pedestrians Injured
SJTPO	132.95	0.77	51.76	0.16	1.58
EJ Areas	146.77	0.63	60.91	0.25	2.92
TJ Areas	133.71	0.69	52.30	0.25	3.17

Table 12 - Rate of Crashes by Severity – per 1,000 Population

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
SJTPO	132.95	0.71	36.16	96.07
EJ Areas	146.77	0.60	42.24	103.94
TJ Areas	133.71	0.64	36.63	96.44

Another crash statistics evaluation method is to take road miles into account. The road mileage statistics for the region and the EJ and TJ Areas are displayed in [Table 13](#). The road mileage of the EJ and TJ Areas are less than the region since they represent only a portion of the four-county area.

Table 13 - Road Mileage – Region, EJ Areas, and TJ Areas

	Road Miles
SJTPO	5,462
EJ Areas	969
TJ Areas	816

[Table 14](#) displays crash statistics per road miles. The EJ and TJ crash rates per road mile are higher (unfavorable) in all categories compared to the region for crashes, number killed, and number injured. The EJ and TJ Areas tend to be more urbanized, where more crashes and crashes involving pedestrians tend to occur.

Table 14 - Rate of All Crashes vs Pedestrian Crashes – per 1,000 Road Miles

	All Crashes	Total Killed	Total Injured	Pedestrians Killed	Pedestrians Injured
SJTPO	14,338.33	82.58	5,582.19	16.84	170.64
EJ Areas	29,485.76	126.93	12,236.20	50.57	586.17
TJ Areas	22,643.38	116.42	8,856.62	41.67	536.76

Table 15 displays the crash frequency of all severity types. The number of crashes, fatal, injury, and PDO crashes is higher for EJ and TJ compared to the region. This is unfavorable.

Table 15 - Rate of Crashes by Severity - per 1,000 Road Miles

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
SJTPO	14.34	0.08	3.90	10.36
EJ Areas	29.49	0.12	8.48	20.88
TJ Areas	22.64	0.11	6.20	16.33

SJTPO Transit Access Analysis

Bus Stops and Transit Stations Access - Environmental Justice Areas

The following analysis compares regional transit access to that of the EJ Areas. The percentage of population within 1/2 mile (10-minute walk) of transit stations or 1/4 mile (5-minute walk) of bus stops was compared for EJ Areas and the Non-EJ Areas. An assumption was made that the population was distributed evenly within each Block Group.

The following table displays the related results.

Table 16 - EJ Area Population with Proximity to Transit Stations and Bus Stops

	Transit Stations (1/2 mile)	Bus Stops (1/4 mile)
EJ Area Population	194,666	
EJ Area Population with Proximity to Transit Stations or Bus Stops	20,905	96,822
	11%	50%
Non-EJ Area Population	394,360	
Non-EJ Area Population with Proximity to Transit Stations or Bus Stops	7,236	72,882
	2%	18%

This indicates that the EJ Areas have greater access to transit than the Non-EJ Areas for both transit stations and bus stops. The information is summarized in Figure 18 below. While this is favorable, it is important to note that roughly half of residents in EJ Areas do not live within close walking distance of bus or transit service.

Figure 18 - EJ Area Population with Proximity to Transit Stations and Bus Stops

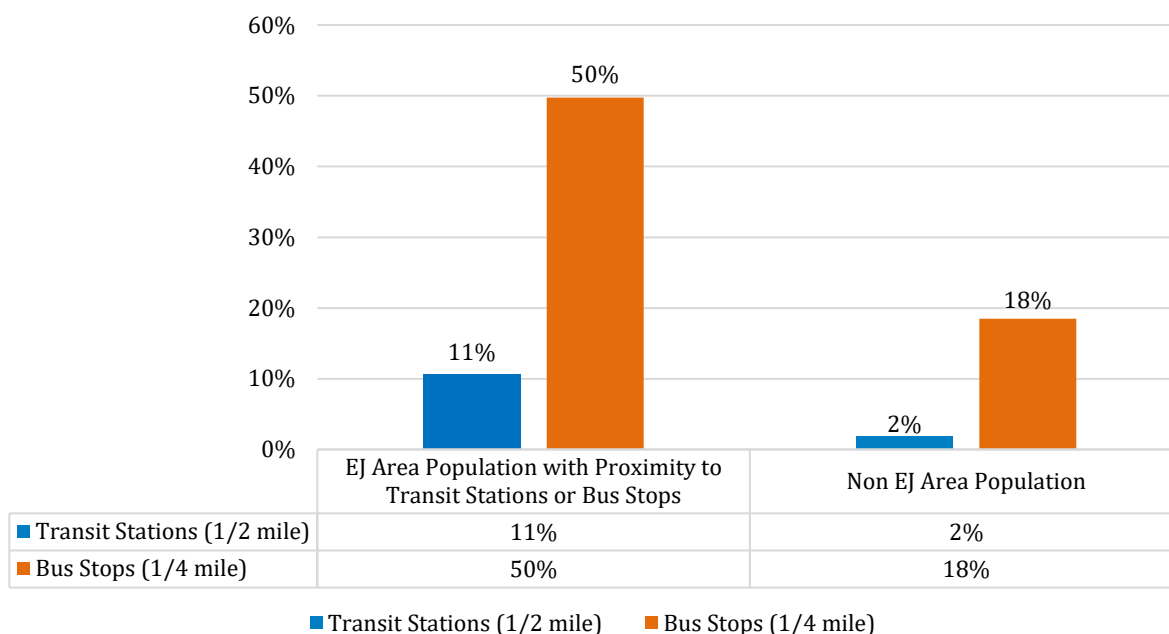
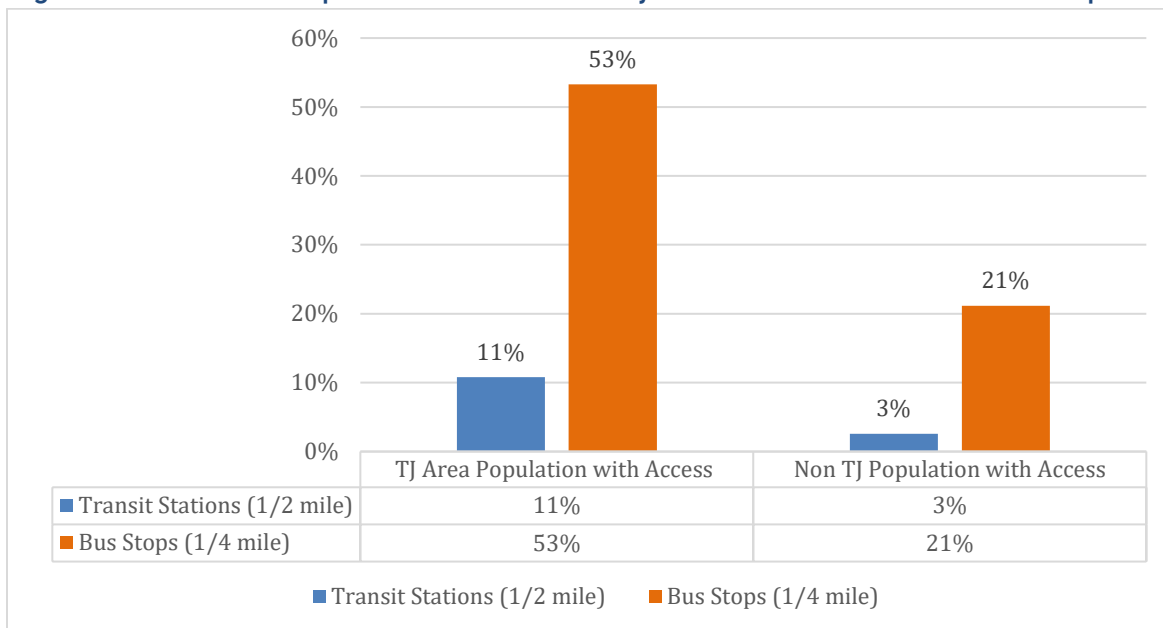


Table 17 - TJ Area Population with Proximity to Transit Stations and Bus Stops

	Transit Stations (1/2 mile)	Bus Stops (1/4 mile)
TJ (Moderate) Area Population	138,183	
TJ (Moderate) Area Population with Proximity to Transit Stations or Bus Stops	14,944	73,638
	11%	53%
Non-TJ (Moderate) Area Population	450,843	
Non-TJ (Moderate) Area Population with Proximity to Transit Stations or Bus Stops	11,636	95,453
	3%	21%

This indicates that the TJ areas have greater access to transit than the non-TJ areas for both transit stations and bus stops. The information is summarized in [Figure 19](#) below. While this is favorable, it is important to note that roughly half of residents in TJ Areas do not live within close walking distance of bus or transit service.

Figure 19 - TJ Area Population with Proximity to Transit Station and Bus Stops



Transit stations and bus stops tend to be concentrated in urban areas. These urban areas have a high degree of correlation with EJ & TJ Areas. This is displayed in [Figure 20](#) and [Figure 21](#).

Figure 20 - Transit Access in EJ Areas

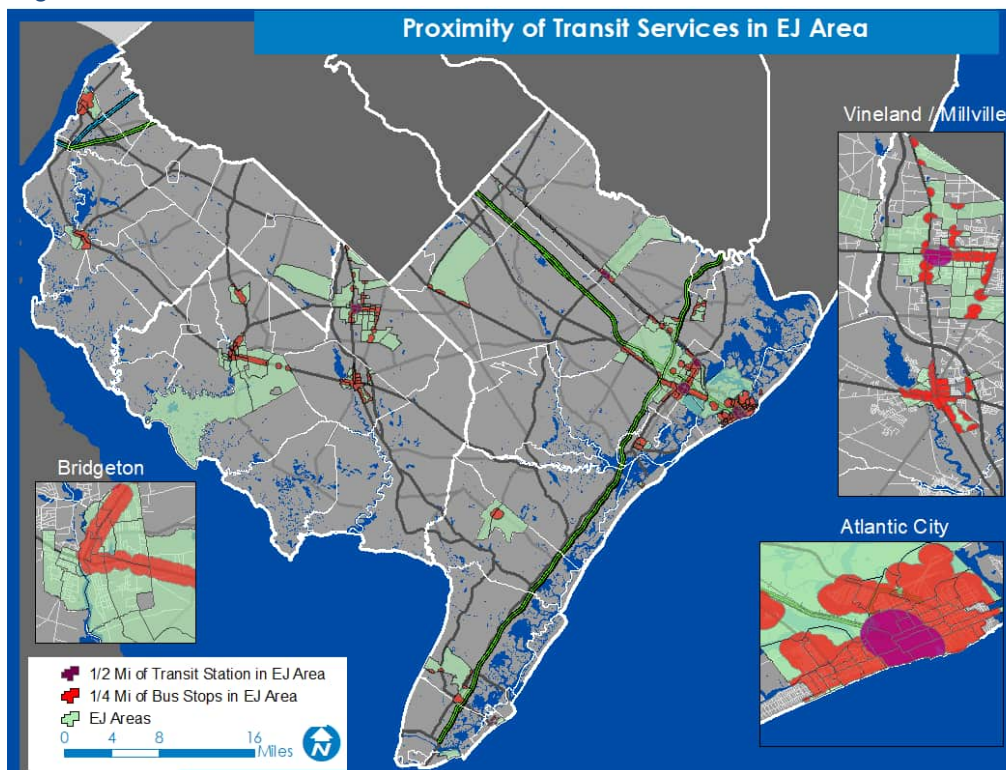
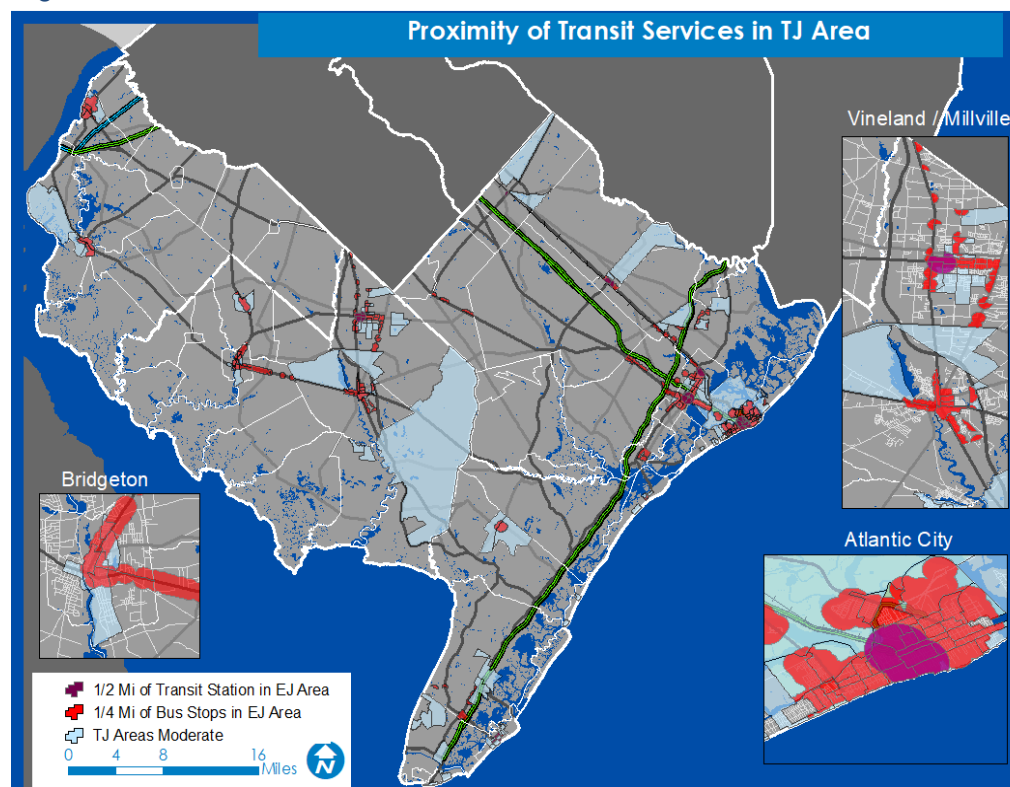


Figure 21 - Transit Access in TJ Areas



Housing and Economics

Household incomes per year in the SJTPO region are much lower than the State, \$59,000 compared to \$82,000. It is accurate to say that the region has a lower cost of living. For example, housing costs are roughly 20 percent lower than in the State. However, this does not tell the full story. Poverty and transportation costs are significant issues for the region.

Vehicle ownership costs are higher in the region. This is due to the lack of transit in the region and the heavy reliance on personal vehicles. As represented in the table below, vehicle ownership and housing costs are often combined to reflect the burden of households. These costs are a much greater share of the median income in the SJTPO region (51.5 percent) than the State (39.1 percent).

Poverty is also a significant issue for the region compared to the State. Several related metrics displayed below indicate this issue. The region's unemployment rate is more than 50 percent higher than the State.

Table 18 - Housing and Economics, SJTPO Region

Housing and Economics	New Jersey	SJTPO Region	Atlantic County	Cape May County	Cumberland County	Salem County
Median Household Income	\$89,200	\$59,055	\$65,700	\$74,900	\$58,000	\$69,800
Homeownership	64%	68%	67%	78%	66%	71%
Annual Vehicle Expenses Per Household	\$13,150	\$14,907	\$14,840	\$15,194	\$13,011	\$18,725
Monthly Median Household Housing Costs	\$1,610	\$1,284	\$1,376	\$1,294	\$1,138	\$1,194
Vehicle and Housing Cost as Percent of Median Household Income	39.1%	51.1%	51.6%	49.4%	51.5%	51.2%
Unemployment	4.1%	6.4%	5.9%	8.4%	6.5%	5.4%
Children in Poverty	14%	19%	19%	16%	22%	16%
Children in Single-parent Households	29%	41%	41%	27%	50%	39%
Children Eligible for Free or Reduced-price Lunch	35%	54%	53%	35%	50%	39%
Households using SNAP (Formerly Food Stamps)	9%	14%	15%	7%	19%	13%

Source: The 2020 County Health Rankings. www.countyhealthrankings.org.

Social and Health

Social Factors

The economic disparities facing the SJTPO region have resulted in significant social tolls. This is reflected in several social stability metrics, including educational attainment, teen births, disconnected youth, and crime statistics.

Table 19 - Social Factors, SJTPO Region

Social Factors	New Jersey	SJTPO Region	Atlantic County	Cape May County	Cumberland County	Salem County
High School Graduation	91%	87%	90%	91%	86%	96%
Some College	69%	55%	59%	63%	40%	58%
Children in Single-parent Households	29%	41%	41%	27%	50%	39%
Teen Births (per 1,000 females ages 15-19)	13	24	18	20	36	22
Disconnected Youth (percent of age 16-19 neither working nor in school)	6%	9%	6%	8%	17%	8%
Violent Crimes (per 100,000 population)	253	377	373	236	516	266
Injury Deaths (per 100,000 population)	56	90	87	92	92	94
Homicides (per 100,000 population)	4	6	6	-*	8	9

Suicides (<i>per 100,000 population</i>)	8	11	12	9	9	11
Firearm Fatalities (<i>per 100,000 population</i>)	5	9	9	5	9	13
Juvenile Arrests (<i>per 100,000 population</i>)	15	39	33	33	30	35

Source: The 2020 County Health Rankings. www.countyhealthrankings.org.

* Homicide rate was not reported in Cape May County as their total homicide number was fewer than 10.

Health and Environment

In recent years, the awareness of transportation's impact on society has become more nuanced. There is a connection between transportation and economic and social equity factors, including health.

A person's physical environment greatly impacts health. A person's physical activity depends on the proximity to certain land uses and access to transportation. The physical environment affects access to economic opportunity. Opportunity, in turn, impacts economic prosperity and social and physical health. From the data below, it is apparent that the health outcomes in the SJTPO region are dire. The region's residents experience shorter life spans and a greater prevalence of obesity. Residents also have less access to healthy food and food in general.

In addition, drug and alcohol issues have hit the region especially hard, including the opioid epidemic. The region has nearly double the state average of drug overdose deaths. In addition, there is less access to physical and mental health services. Mental health providers are generally half as accessible to the region's residents. Compared to the State, Cumberland County has half the access to physical health providers, and Salem County has nearly one-third as much.

Table 20 - Health Indicators, SJTPO Region

Health & Environment	New Jersey	SJTPO Region	Atlantic County	Cape May County	Cumberland County	Salem County
Life Expectancy	79.5	76.6	76.7	76.9	74.6	74.0
Child Mortality (<i>per 100,000 population</i>)	30	53	50	40	60	50
Infant Mortality (<i>per 1,000 live births</i>)	4	6	6	5	6	8
Adult Smoking	14%	17%	16%	16%	18%	18%
Adult Obesity	26%	32%	30%	29%	36%	37%
Physical Inactivity	26%	30%	30%	27%	31%	30%
Access to Exercise Opportunities	95%	86%	91%	95%	79%	70%
Food Insecurity	7%	13%	15%	13%	12%	12%
Limited Access to Healthy Foods	4%	8%	8%	9%	12%	8%
Drug Overdose Deaths (<i>per 100,000 population</i>)	32	48	59	56	59	66
Alcohol-impaired Driving Deaths (<i>percent of total driving deaths</i>)	22%	27%	26%	39%	24%	24%
Uninsured Adults	11%	10%	11%	10%	16%	9%
Primary Care Physicians	1,190:1	1,766:1	1,190:1	1,700:1	2,310:1	2,990:1
Dentists	1,160:1	1,818:1	1,750:1	1,680:1	1,540:1	2,980:1

Mental Health Providers	450:1	833:1	630:1	980:1	1,060:1	930:1
Preventable Hospital Stays (<i>per 100,000 Medicare enrollees</i>)	4,535	5,967	5,291	4,259	7,535	7,580

Source: The 2020 County Health Rankings. www.countyhealthrankings.org.

Transportation

The SJTPO is more rural compared to the State. This drives several transportation-related traits.

Commuting

The SJTPO region is a lengthy drive from the metropolitan job centers of Philadelphia and New York City. Therefore, it is less viable for SJTPO residents to commute to those job centers. SJTPO residents are more likely to work locally, inside their region. This translates into shorter commutes and a smaller probability of employing car-pooling. Commutes of thirty minutes or more are experienced by 43 percent of New Jersey residents compared to 29 percent of the region.

Traffic Volume

The region has a relatively lower population density, with much lower traffic volumes. This can be expressed by the Average Traffic Volume per Meter of Major Roadways (ATVMMR). New Jersey has an ATVMMR of 661 compared to 175 for the SJTPO region. That said, the residents who do live in this region rely heavily on vehicle travel and are more likely to drive more miles in any given year. New Jersey's Annual Vehicle Miles Travelled Per Household is 24,130 compared to 27,353 for the SJTPO region.

Crashes

This region experiences motor vehicle crash deaths at a rate that is nearly twice as high relative to the State, with 13 deaths per 100,000 population in the SJTPO region compared to 7 per 100,000 in the State. Alcohol is a contributing factor in a higher number of regional traffic deaths compared to the State. The New Jersey alcohol-impaired driving deaths (percent of total driving deaths) is 22 percent compared to 27 percent for the SJTPO region. Another contributing factor to the higher death rate is speed. Higher-speed crashes are more severe. The prevalence of rural areas translates to higher speeds because of the lower volume and congestion. The SJTPO region is more rural than the State.

Table 21 - Transportation Characteristics, SJTPO Region

Transportation	New Jersey	SJTPO Region	Atlantic County	Cape May County	Cumberland County	Salem County
Driving Alone to Work	71%	79%	77%	80%	81%	84%
Long Commute (30+ minutes) - Driving Alone	43%	29%	27%	24%	31%	37%
Traffic Volume (<i>Average traffic volume per meter of major roadway</i>)	661	175	288	86	60	107
Annual Vehicle Miles Travelled Per Household	24,130	27,353	27,230	27,878	23,873	34,357

Motor Vehicle Crash Deaths (<i>per 100,000 population</i>)	7	13	12	13	17	15
Alcohol-impaired Driving Deaths (<i>percent of total driving deaths</i>)	22%	27%	26%	39%	24%	24%

Source: The 2020 County Health Rankings. www.countyhealthrankings.org.

The ACS provides some insight into the commuting behavior within the SJTPO region and how the region compares to the State.

Table 22 - Worker Demographics and Transportation Statistics

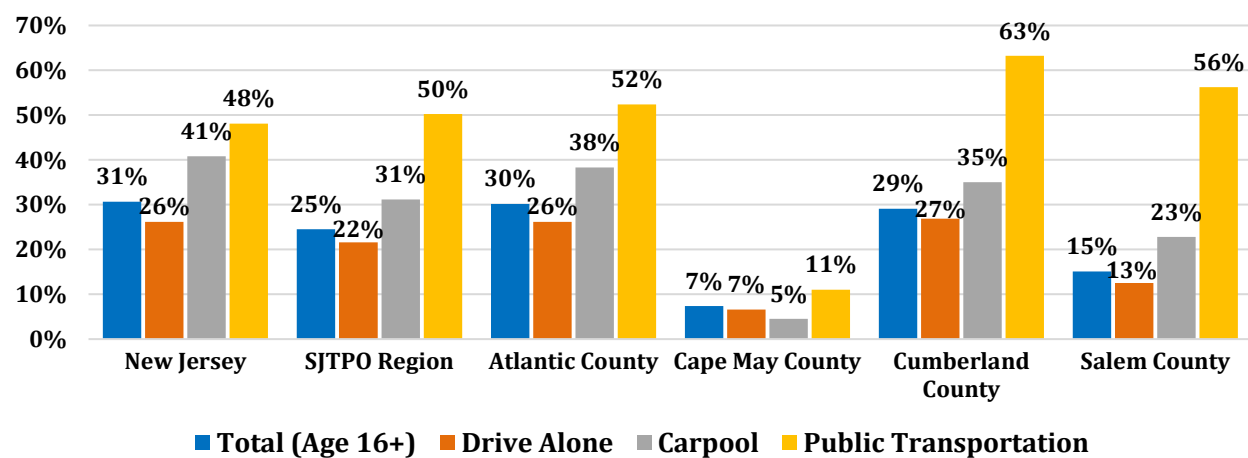
	New Jersey	SJTPO Region	Atlantic County	Cape May County	Cumberland County	Salem County
Workers Age 55+	23.8%	25.3%	25.4%	31.8%	20.8%	25.3%
Workers Age 60+	13.2%	14.3%	13.7%	20.5%	11.2%	14.2%
Workers, Driving Alone, Age 60+	14.0%	14.5%	14.0%	21.0%	11.6%	13.9%
Workers, Car-pooling, Age 60+	11.0%	11.2%	11.1%	18.4%	7.5%	13.2%
Workers, Public Transportation, Age 60+	8.7%	12.2%	12.2%	15.5%	8.0%	17.4%
Median Age of Workers	43.9	44.3	44.6	47.1	41.6	44.7
Women Workers, Car-pooling	46.3%	44.8%	45.6%	39.7%	45.1%	45.9%
Women Workers, Public Transportation	45.1%	45.2%	44.4%	44.4%	51.7%	43.1
Workers, Age 16+, One Race, White	69.3%	75.5%	69.8%	92.6%	70.9%	84.9%
Workers, Age 16+, One or More Races, Minority	30.7%	24.5%	30.2%	7.4%	29.1%	15.1%
Driving Alone, One Race, White	73.7%	78.4%	73.8%	93.3%	73.1%	87.4%
Driving Alone, One or More Races, Minority	26.2%	21.6%	26.2%	6.6%	26.9%	12.5%
Car-pooling, One Race, White	59.2%	68.8%	61.7%	95.5%	65.1%	77.1%
Car-pooling, One or More Races, Minority	40.8%	31.2%	38.3%	4.5%	35.0%	22.8%
Public Transportation, One Race, White	51.9%	49.7%	47.5%	89.1%	36.7%	43.7%
Public Transportation, One or More Races, Minority	48.1%	50.2%	52.4%	11.0%	63.2%	56.2%
Workers, Hispanic or Latino, Any Race	19.2%	17.5%	17.7%	6.9%	29.1%	7.4%
Workers, White - Not Hispanic	57.7%	64.5%	59.5%	87.3%	51.9%	79.8%
Workers, Driving Alone, Hispanic or Latino - Any Race	15.8%	14.9%	15.1%	4.4%	26.0%	5.3%
Workers, Driving Alone, White - Not Hispanic	63.6%	69.0%	65.0%	89.8%	55.9%	83.7%
Workers, Car-pooling, Hispanic or Latino - Any Race	33.0%	27.3%	23.1%	9.2%	44.1%	19.8%
Workers, Car-pooling, White - Not Hispanic	40.3%	50.3%	48.5%	87.2%	33.4%	60.8%
Workers, Public Transportation, Hispanic or Latino - Any Race	24.8%	36.2%	34.7%	49.3%	42.5%	14.5%
Workers, Public Transportation, White - Not Hispanic	37.9%	25.7%	24.3%	42.2%	18.8%	42.4%
Workers, Public Transportation, Speak English Less Than "Very Well"	17.6%	29.8%	31.9%	24.4%	26.1%	4.2%
Public Transportation (Excluding Taxicab) Users, Workers Age 16+, Below Poverty Level*	6.8%	20.9%	22.1%	12.5%	21.1%	14.1%
All Persons, Travel Time to Work – 30+ Minutes*	46.6%	29.5%	29.0%	23.6%	31.1%	36.7%
Public Transportation (Excluding Taxicab) Users, Travel Time to Work – 30+ Minutes*	87.2%	59.8%	58.4%	56.7%	72.9%	56.2%

All Persons with, No Vehicles Available*	6.4%	5.2%	6.9%	4.0%	3.9%	1.9%
Public Transportation (excluding Taxicab) Users, with No Vehicles Available*	24.7%	46.5%	50.1%	35.1%	34.4%	23.8%
Public Transportation (excluding Taxicab) Users, with One Vehicle Available*	31.5%	29.5%	29.7%	28.5%	33.0%	16.6%

*Estimate

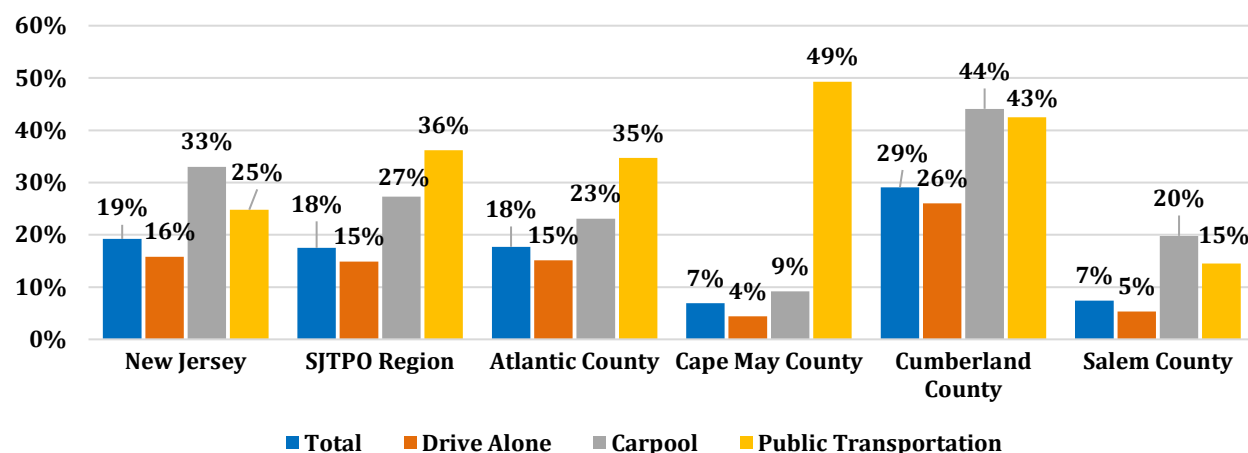
When analyzing the data, a few stark trends appear. [Figure 22](#) below shows that racial minorities are more likely to car-pool and particularly to use public transportation when compared to driving alone or compared to their share of the population. This is starker in the SJTPO region. Whereas racial minorities (age 16+) make up approximately 25 percent of the SJTPO population, they make up roughly 50 percent of public transportation users. In the State, the same groups are 31 percent of the population and 48 percent of public transportation users. One impact of this difference becomes more apparent when compared to [Table 22](#) above, which shows that in the SJTPO region, 59.8 percent of public transportation users commute 30 minutes or more, compared to only 29.5 percent of all commuters. Simply stated, in the SJTPO region, public transportation users, which contain a high percentage of all minority commuters, are twice as likely to have a longer (30+ minute) commute. This demonstrates the important role of public transportation in achieving transportation equity in New Jersey and the SJTPO region, in particular.

Figure 22 - Percentage of Each User Group that is Minority (One of More Races)



Similarly, Hispanic or Latino populations are also overrepresented in car-pooling, but most drastically in public transportation users, making up 18 percent of the SJTPO region's population and 36 percent of the region's public transportation users.

Figure 23 - Percentage of Each User Group that is Hispanic or Latino (Any Race)



Summary

The SJTPO region has a high percentage of disadvantaged residents. Those residents have more challenges than the general population. SJTPO must be sensitive to those challenges while pursuing its mission.

The distribution of SJTPO TIP funds within the region is unbiased with respect to the disadvantaged populations. A total of 53.09 percent of the SJTPO TIP funds are allocated to the EJ Areas, while 33.05 percent of the population is located inside these areas. Note also that SJTPO's EJ criteria produce a narrowly focused geographic EJ area and that these EJ areas are well represented among our project locations. The projects in the TIP are primarily focused on system maintenance, which is generally deemed a positive contribution to their surroundings. Therefore, the TIP allocation is fairly allocated with respect to EJ Areas.

Crash performance equity is a mix. What is concerning is that crash rates are higher within EJ & TJ Areas compared to the region (unfavorable). However, the fatality rate is lower (favorable) within the EJ and TJ Areas. This lower fatality rate might be expected, as EJ and TJ Areas tend to be more urban on average, and rural roads have higher speeds due to design speeds and reduced congestion, and thus frequently have higher fatality rates and overall crash severity.

Transit access is favorable for EJ Areas compared to the region. This is expected as EJ Areas are more likely to be in denser communities, which generally see greater transit access due to the demand and farebox recovery that comes with density. However, it is notable that as much as half of EJ populations may not be within proximity of transit service.

Work should continue to monitor and improve conditions in EJ and TJ communities. A number of populations are overrepresented in the SJTPO region compared to the State and/or nation as a whole. These groups include African Americans, Low-income individuals, Households with Disability, Households with No Vehicle, and Population Age 75 and Over. Additional effort should be dedicated to understanding the issues these populations face. Seeking representation from these groups and others in establishing the Community Outreach and Engagement Committee (COEC) will be a critical first step. While these groups are not disproportionately excluded from transportation investments, it is essential to expand equity analyses in the future to parse out the

traits of individual projects to ensure benefits and burdens are equitably shared in each project. Further assistance should be provided to subregions to ensure projects serve the needs of these groups. In addition, further coordination should take place with NJ TRANSIT, county paratransit providers, and others to identify opportunities to improve transit access for the EJ and TJ populations who may not have adequate access to convenient transit services. In addition, further analyses should consider the frequency of service. Future efforts should also look for opportunities to evaluate bicycle and pedestrian access. In short, SJTPO must work actively to ensure that all activities improve equity and equitable outcomes for residents across the region.

Resolution of Adoption

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2311-45: Adopting SJTPO's Environmental Justice Report

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that "no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance;" and

WHEREAS, Executive Order 12898 defines Environmental Justice (EJ) and directs agencies who receive federal funds to identify and address, disproportionately high adverse impacts of its activities on minority and low-income populations; and

WHEREAS, SJTPO, as a recipient of federal funding, is required to adhere to Title VI of the Civil Rights Act of 1964, Executive Order 12898, and subsequent laws, court precedents, policies, and guidance; and

WHEREAS, guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requires MPOs to document Environmental Justice analyses and evaluate investments; and

WHEREAS, the Environmental Justice Report documents low-income, racial minority, and other underserved populations, particularly identifying where groups may be overrepresented to identify possible needs; and

WHEREAS, within the Environmental Justice Report, SJTPO also considered Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over.; and

WHEREAS, the Environmental Justice Report evaluates projects within SJTPO's FFY 2024-2033 Transportation Improvement Program, looking at those projects programmed within the first four years of the constrained TIP (FFY 2024-2027), that can be mapped to ensure investments are equitable to Environmental Justice populations; and

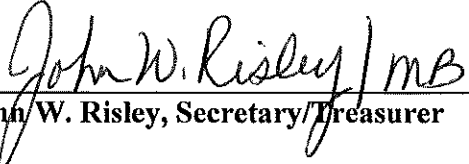
WHEREAS, analysis conducted within the Environmental Justice Report finds that SJTPO invests equitably in EJ areas; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts SJTPO's Environmental Justice Report.

BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the Environmental Justice Report, as needed, to adhere to federal guidance, and to implement the Environmental Justice Report accordingly.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 27, 2023.



Handwritten signature of John W. Risley in cursive script, including the initials MB.

John W. Risley, Secretary/Treasurer